

Exhibit #6  
 DOT Auto Traffic Counts  
 Last DOT posting

SZS/IS#	ID	Primary Street	Dir	Cross Street	Type	Dist	Count Date	Day	W/B	E/B	N/B	S/B	Total
		FIGUEROA ST	AT	MARTIN LUTHER KING BL	AUTO	CR	08/12/03	TUE			13,583	13,333	26,916
		FIGUEROA ST	AT	MARTIN LUTHER KING BL	MAN	HW	01/23/07	TUE			14,727	15,249	29,977
		FIGUEROA ST	AT	MARTIN LUTHER KING BL	AUTO	SR	03/25/10	THU			13,970	14,080	28,050
		FIGUEROA ST	AT	MARTIN LUTHER KING BL	AUTO	SR	07/09/10	FRI			12,816	13,381	26,197
		FIGUEROA ST	AT	JEFFERSON BL	AUTO	CR	03/20/08	THU			19,779	12,022	31,801
		FIGUEROA ST	AT	JEFFERSON BL	AUTO	CR	07/09/10	FRI			17,296	12,846	30,142
		FIGUEROA ST	AT	ADAMS BL	MAN	CR	07/15/03	TUE			27,756	9,828	37,584
		FIGUEROA ST	AT	ADAMS BL	MAN	CR	04/15/04	THU			22,424	14,836	37,260
		FIGUEROA ST	AT	ADAMS BL	MAN	CR	03/11/08	TUE			20,224	17,975	38,199
		FIGUEROA ST	AT	ADAMS BL	AUTO	CR	03/20/08	THU			20,843	15,145	35,988
		FIGUEROA ST	AT	23 rd ST	AUTO	CR	08/13/03	WED			26,051	7,798	33,849
		FIGUEROA ST	AT	23 rd ST	MAN	CR	03/02/10	TUE			26,313	7,760	34,103
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	05/05/06	FRI			26,940	8,232	37,172
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	08/17/06	THU			28,209	8,897	37,106
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	01/30/07	TUE			26,282	8,764	35,046
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	01/30/07	TUE			26,282	8,764	35,046
		FIGUEROA ST	AT	WASHINGTON BL	MAN	CR	03/01/07	THU			32,031	7,896	39,927
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	01/14/10	THU			30,457	11,203	41,660
		FIGUEROA ST	AT	WASHINGTON BL	MAN	CR	03/17/10	WED			26,604	11,670	38,274
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	05/21/10	FRI			24,208	9,418	33,626
		FIGUEROA ST	AT	WASHINGTON BL	AUTO	CR	06/25/10	FRI			29,220	12,557	41,777
		FIGUEROA ST	AT	VENICE BL	AUTO	CR	05/31/01	THU			20,594	7,062	27,656
		FIGUEROA ST	AT	VENICE BL	AUTO	CR	03/24/08	MON			19,747	5,252	24,999
		FIGUEROA ST	AT	VENICE BL	AUTO	CR	01/12/10	TUE			20,831	6,278	27,109
		FIGUEROA ST	AT	VENICE BL	MAN	CR	04/21/10	WED			20,273	6,709	26,983
		FIGUEROA ST	AT	PICO BL	AUTO	CR	04/23/07	MON			19,134	3,701	22,835
		FIGUEROA ST	AT	PICO BL	AUTO	CR	03/24/08	MON			17,180	3,060	20,240
		FIGUEROA ST	S/O	PICO BL	AUTO	CR	04/10/08	THU			22,013	6,677	28,690
		FIGUEROA ST	AT	PICO BL	AUTO	CR	01/12/10	TUE			19,323	4,127	23,450
		FIGUEROA ST	AT	PICO BL	MAN	CR	02/02/10	TUE			19,792	3,358	23,150
		FIGUEROA ST	S/O	OLYMPIC BL	AUTO	CR	08/05/03	TUE			20,482		20,482
		FIGUEROA ST	S/O	OLYMPIC BL	AUTO	CR	07/25/06	TUE			24,065	2,505	26,570
		FIGUEROA ST 1-WAY	N/O7 th ST		AUTO	CR	08/27/09	THU			28,923		28,923
		FIGUEROA ST 1-WAY	S/O7 th ST		AUTO	CR	08/27/09	THU			25,822		25,822
		FIGUEROA ST 1-WAY	N/O7 th ST		AUTO	CR	08/28/09	FRI			31,184		31,184
		FIGUEROA ST 1-WAY	S/O7 th ST		AUTO	CR	08/28/09	FRI			27,175		27,175

DEPARTMENT OF  
CITY PLANNING  
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LOS ANGELES, CA 90012-4801  
AND  
6262 VAN NUYS BLVD., SUITE 351  
VAN NUYS, CA 91401

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*FINAL ENVIRONMENTAL IMPACT REPORT*

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*Figueroa Streetscape Project*

**ENV 2012-1470-EIR**

**State Clearinghouse No. 2012061092**

**Project Address:** The Figueroa Streetscape Project is located within the public right-of-way through Downtown and South Los Angeles. It specifically includes S. Figueroa Street (from 7<sup>th</sup> Street to Martin Luther King Jr. Boulevard); 11<sup>th</sup> Street (from Broadway to Figueroa Street); Martin Luther King Jr. Boulevard (from Figueroa Street to Bill Robertson Lane); and Bill Robertson Lane (from Martin Luther King Jr. Boulevard to Exposition Boulevard).

**Project Description:** The Figueroa Streetscape Project (Proposed Project) consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consists of three miles of a combination of new buffered bicycle lanes and cycle tracks along S. Figueroa Street, from 7th Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11th Street, from Broadway to Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. The streetscape improvements include pedestrian scale street lighting, new street trees and planting areas, repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture, and public art.

**LEAD AGENCY:**

City of Los Angeles  
Department of Transportation

**PREPARED BY:**

City of Los Angeles  
Department of City Planning

---

August 2013

Exhibit #5  
Final EIR cover page  
8/13

**Daily Time Delays**  
(EIR page 4-7)

	<u>AM Delays</u>	<u>PM Delays</u>	<u>Daily Total</u>
Total Seconds:	1158	828	1986
Total Minutes:	19.3	13.8	33.1

**Morning Traffic Count:**

		Total Minutes lost	Total Hours lost
Olympic Blvd.:	26,570	512,801	8,546
Washington Blvd.:	41,777	806,296	13,438

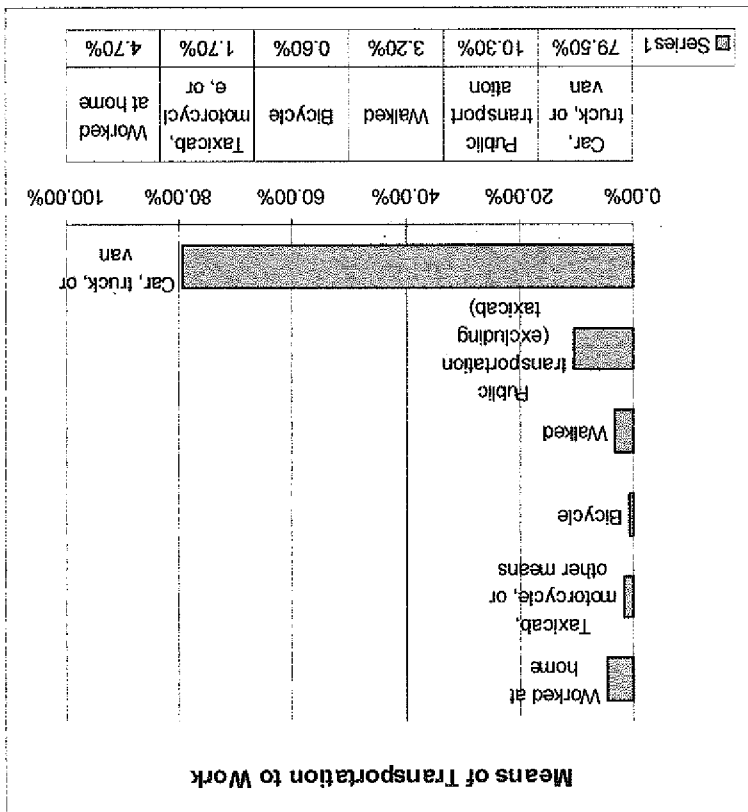
**Afternoon Traffic Count:**

		Total Minutes lost	Total Hours lost
Olympic Blvd.:	26,570	366,666	6,111
Washington Blvd.:	41,777	576,522	9,608

**Total Hours Lost Per Day**

<b>Morning Hours lost:</b>	<b>8,546</b>	<b>13,438</b>
<b>Afternoon Hours Lost:</b>	<b>6,111</b>	<b>9,608</b>
<b>Total Hours Lost:</b>	<b>14,657</b>	<b>23,046</b>

**Pedestrians and Bicyclists**



\*U.S. Census, American Community Survey 2005  
 Total Workers Age 16+ = 1,662,238, +/-28,414

**How many miles of bikeways are there?**

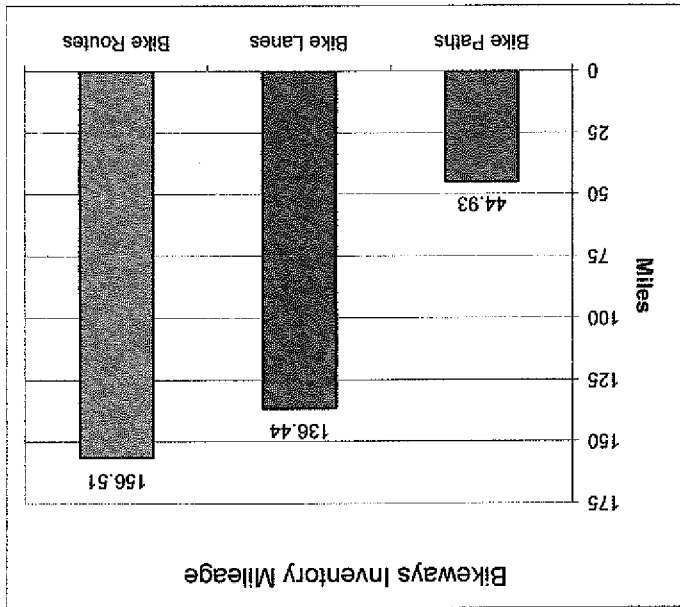
Bikeways include bicycle paths, bicycle lanes and bicycle routes. Bicycle lanes are installed in Los Angeles along feasible street locations to serve commuters, students and bicycle enthusiasts.

Los Angeles bikeway examples include those along Venice Boulevard, Hoover Street, Westwood Boulevard, De Soto Avenue, and Rinaldi Street. To date, there are more than 130 miles of bicycle lanes in the network.

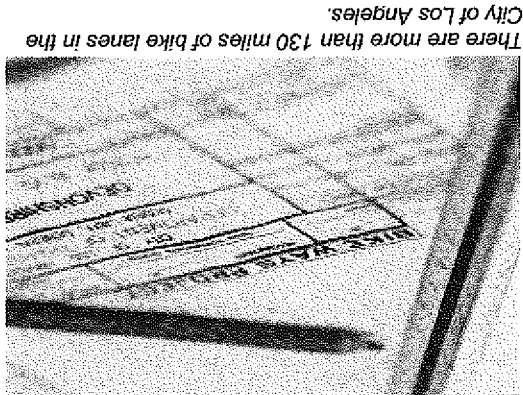
Bicycle paths are built specifically for bicyclists and do not allow automobile traffic. Bicycle paths can be found along Venice Beach, Sepulveda Basin, Culver Boulevard and the Los Angeles River.

Over 2,900 bicycle racks have been installed along City streets and at transit stations throughout Los Angeles.

Work on Santa Monica Boulevard was recently completed and plans are underway to extend the Los Angeles River Bike Path and to construct a new path in conjunction with the North Hollywood-to-Warner Center Busway Project.



**Exhibit #7  
 DOT Bike Counts  
 Last DOT Posting**



There are more than 130 miles of bike lanes in the City of Los Angeles.

**How many people ride their bicycles to work?**

According to the 2005 U.S. Census data, there are approximately 1,662,238 workers over the age of 16 in the City of Los Angeles. Out of these workers, 7.8% live in households where there are no cars. 3.2% of these 1,662,238 workers commute to work by walking and .6% commute by bicycle.



EXHIBIT A18(A)  
GRAND AVE. at 9th St  
1/21/14

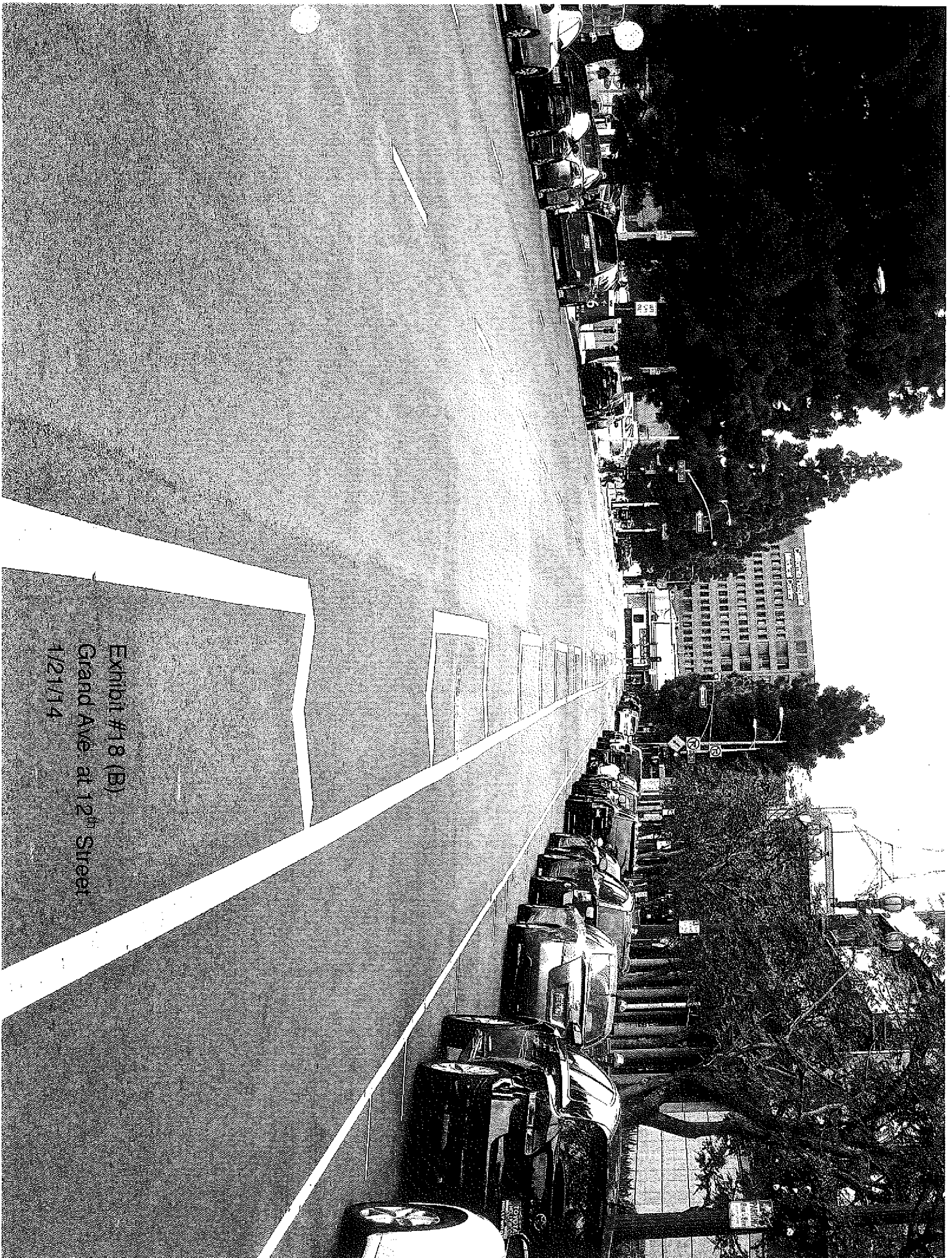


Exhibit #18 (B)  
Grand Ave. at 12<sup>th</sup> Street  
1/21/14

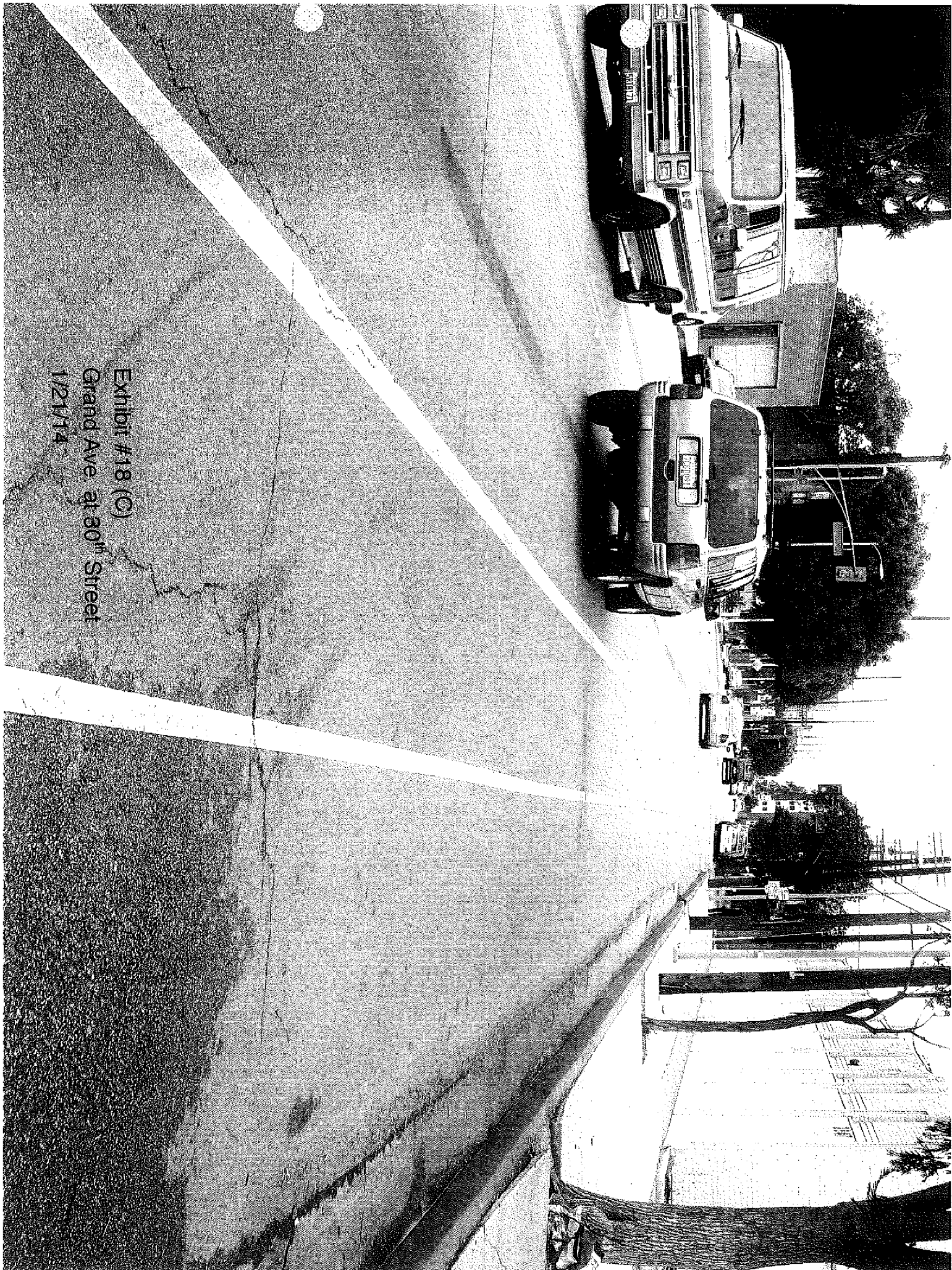


Exhibit #18 (C)  
Grand Ave. at 80<sup>th</sup> Street  
1/27/14



EXHIBIT #19 (D)

Grand Ave. South of  
Washington

1/21/14



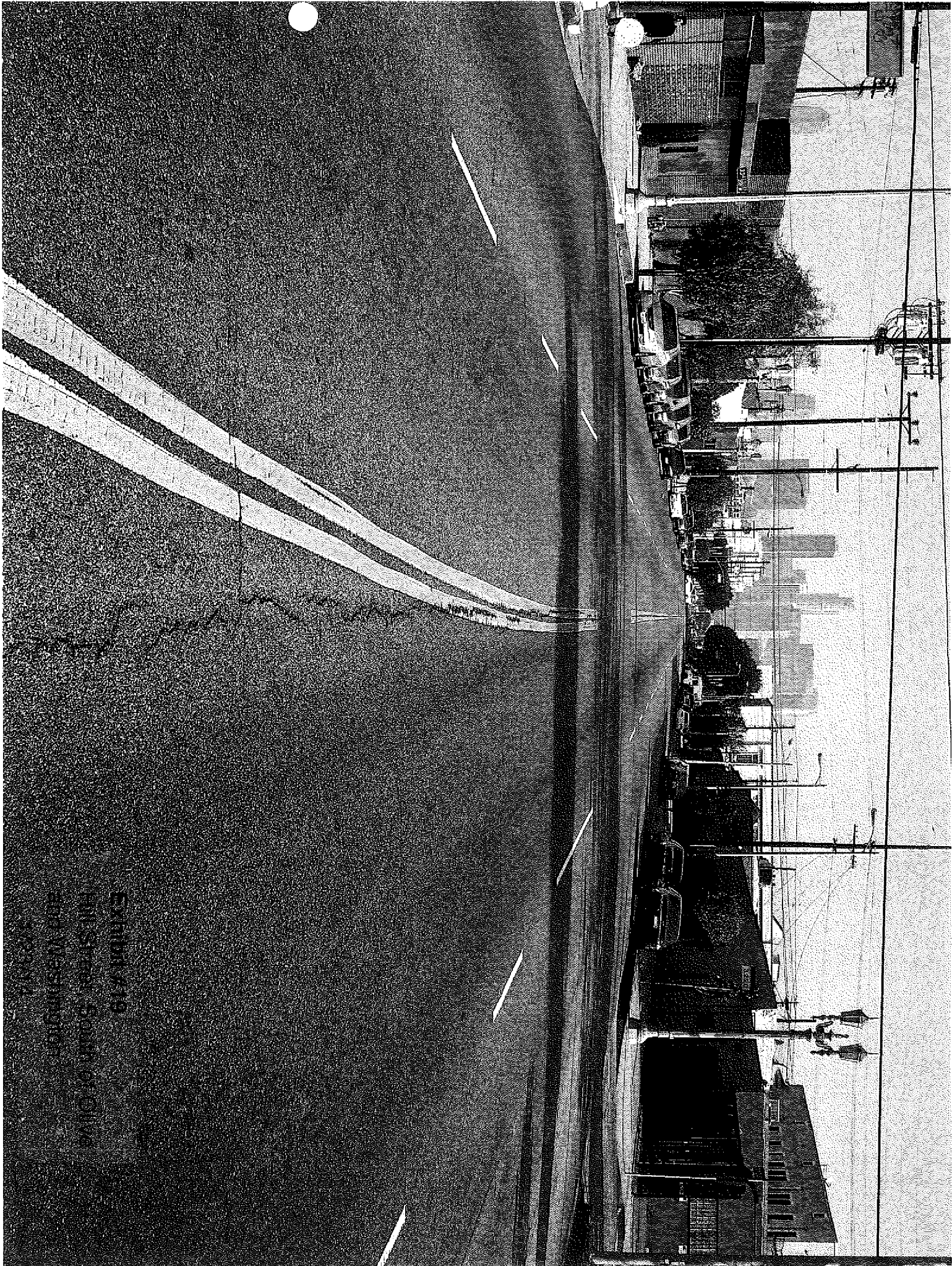


EXHIBIT 19  
HILL STREET, POINT OF COLLISION  
AND WASHINGTON

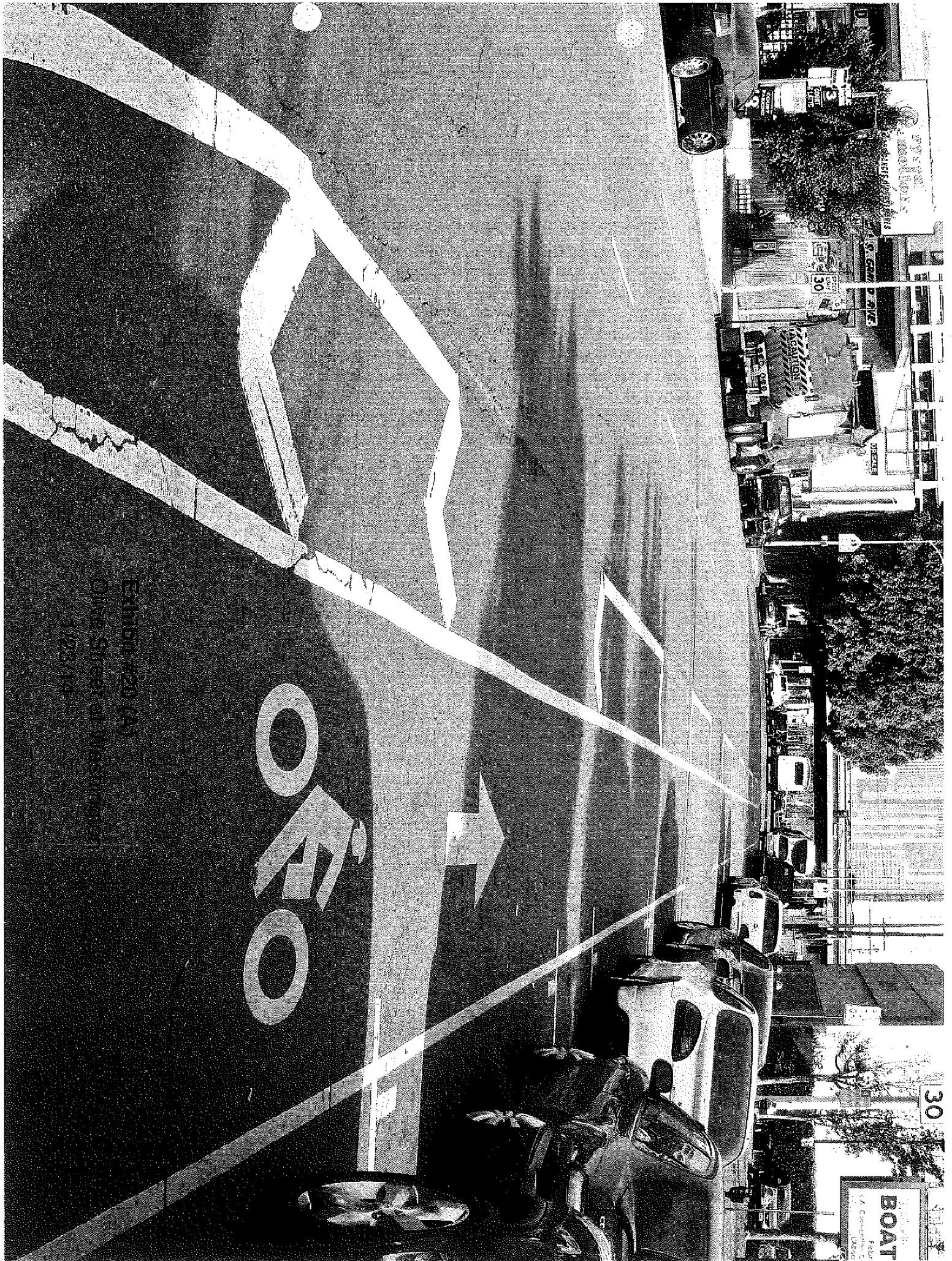


Exhibit 720 (A)

Olive Street at Washington

1/23/14

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BOAT  
A Complete  
8 Hour  
Class  
12/24/14

ST. LOUIS

30

CAUTION

STREET CLOSURE



Exhibit #20 (B)

Olive Street at 8th

1/23/14

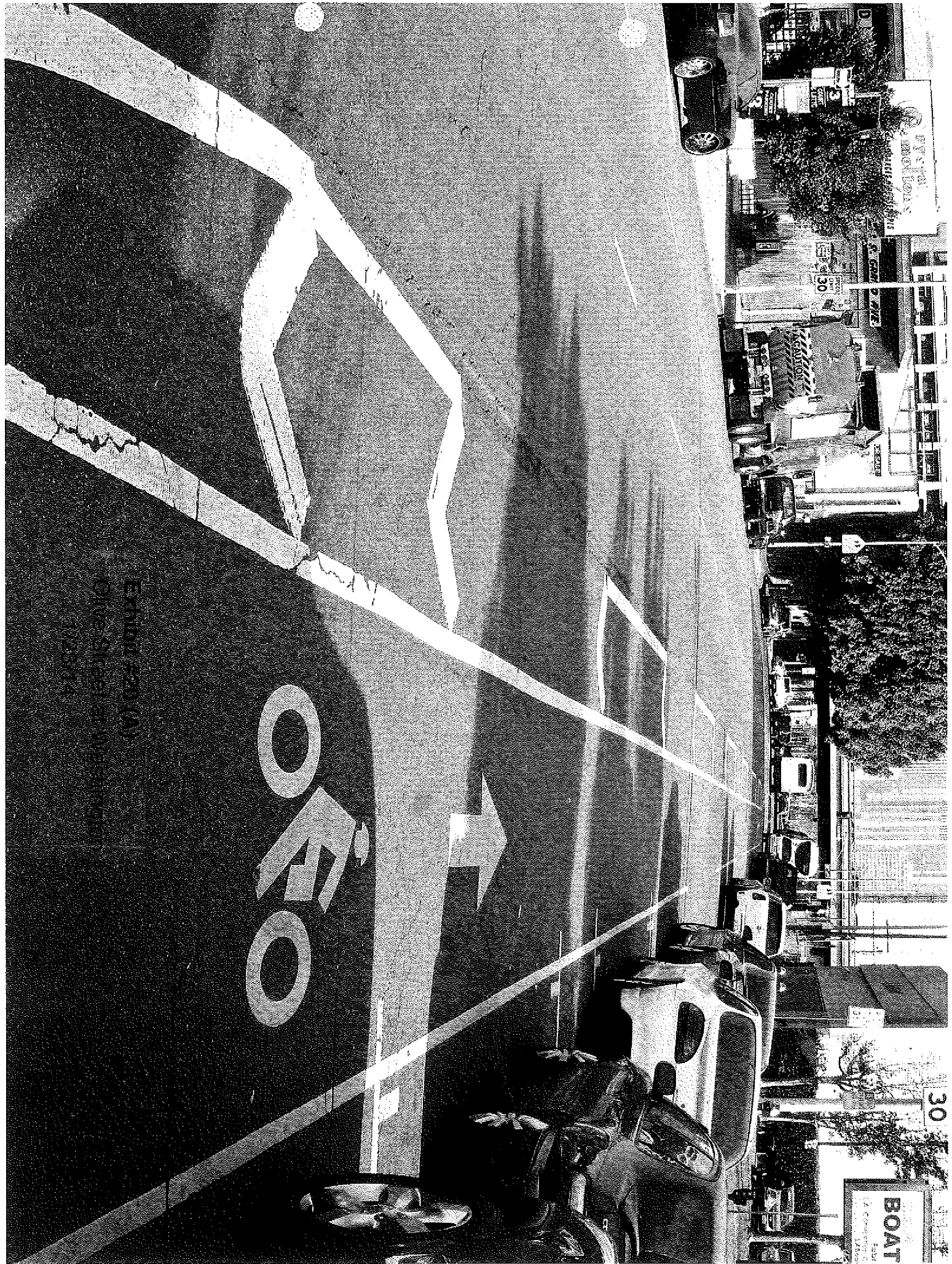


EXHIBIT 220 (A)

ONE STREET

12574

BOAT

30

30

BOAT



Exhibit #20 (B)

Olive Street at 8th

1/23/14

# Los Angeles Times | OPINION

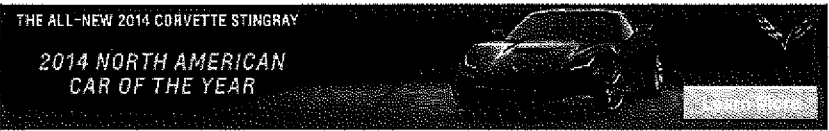
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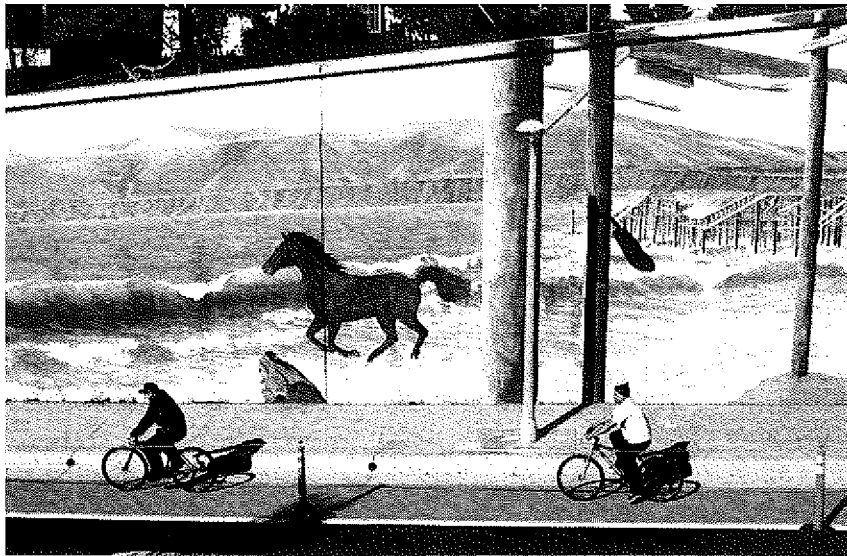
OP-ED

## From Santa Monica, the lament of an 'urban villager'

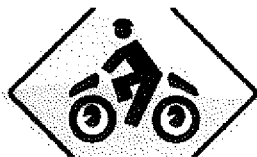
My city may be an urban planner's dream. But for the rest of us, it's become a nightmare.

Comments 55

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Bicycle riders make their way along a completed portion of the new green bike lane on Ocean Park Boulevard near 4th Street in Santa Monica. The green stripe, when completed, will run from Lincoln Boulevard to Nielson Way. (Mel Melcon / Los Angeles Times / January 11, 2013)



**Full coverage:** Sharing the road in L.A.



Sharing the Road: Can L.A. be a cyclist's town?

By Bruce R. Feldman  
January 26, 2014

I've read recently with a sense of *deja vu* — and dread — about the efforts of Los Angeles and Pasadena to build denser housing in downtown areas and make their streets more friendly to pedestrians and bicyclists.

Santa Monica, where I live, was an early adopter of this "urban village" concept. The result? My beachside community's downtown core works fine for those who can afford to live there. They can walk from their \$4,000-a-month studio apartments in the hip center of town to their choice of half a dozen coffee joints, and they can pick up the latest fashions on the way so they'll look good when they get there.

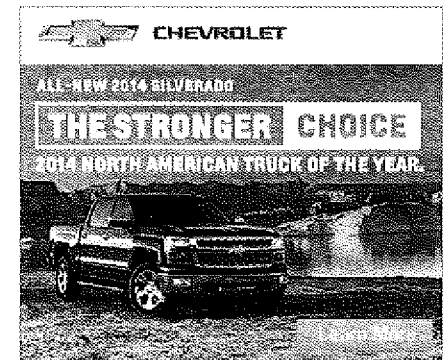
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Grammys 2014: Pop & Hiss picks its winners



Gunman in Maryland mall shooting is identified; motive unknown



Investigation into Santa Ana beating death hits a wall of silence

**Exhibit #21** For L.A., list is a first step toward improved quake safety  
Op-Ed Los Angeles Times

1/26/14



Should cyclists be exempt from stop signs?



Michelle Mowery, L.A.'s bike czar, talks to drivers too



Killed or injured cyclists had it coming? Get a grip, motorists.

But for the majority of Santa Monica's 92,000 residents — those of us who cannot ride bicycles and live too far to walk to this downtown paradise — life has deteriorated.

READ MORE: Sharing the road in L.A.

It all sounded great when the city planners, whose salaries we pay, started talking about it. The plan was to add residents to the city core and then make the streets safer and more appealing for cyclists, so people would leave their cars behind. There would be bike lanes and bike centers with storage and showers to make biking to work possible. Who could oppose that?

Since then, even though most of the new residents drive just as the old ones did, a number of streets have been reduced from two lanes in each direction to one to accommodate bike lanes. Traffic lanes on other streets have also been narrowed to make room for the bicycles. And city streets are festooned with "sharrows" — hieroglyphic-like drawings on the asphalt that are supposed to encourage drivers to be polite to cyclists (though, from observation, the cyclists don't feel bound to show the same courtesy).

Congestion has been growing in Santa Monica for years, but today it can take 30 minutes or more on any of the major east-west routes to drive the few miles from the ocean to our

eastern boundary with West Los Angeles. It's the same at 11 a.m. or 9 p.m. most days. North-south streets such as Lincoln, Fourth and Main can be even more nightmarish.

If you work or have appointments outside the city, or even if you just want to leave the beach to attend a play or concert in downtown Los Angeles, you have to brace yourself for a tortuous commute, often starting at your driveway. You might spend two hours in the car to drive the 18 miles to Disney Hall, more time than the concert itself will take. To meet friends for dinner in Beverly Hills, a mere eight miles away, you have to plan on an hour to be sure you're not late.

Constructing more hotels and high-rise multi-use buildings, and eliminating lanes for cars in favor of pedestrians and bikes, sounds great in theory. Who wouldn't want to live in an urban village? But a lot of Santa Monica residents don't take advantage of the movie theaters, restaurants and shops that were supposed to make our downtown attractive. Getting to them is just too difficult. Instead, we're sheltering in place, experimenting with dinners with friends by Skype and tearing our hair out at the thought of having to drive more than a mile or two from home.

Of course, sometimes we're forced to drive — say when we need to buy food from a nearby grocery store. Then we have to run a gantlet of empowered cyclists, who dart in and out of traffic at will, position themselves in the middle of the street going 6 miles per hour (because they can!), ride against the direction of traffic or on sidewalks (which is prohibited in Santa Monica), and slide in between two stopped cars at lights to assert their position. They nonchalantly blow through stop signs.

Bicycle riders feel entitled in Santa Monica, and for good reason. We've bent over backward to let them kick us in the rear end. The bulk of Santa Monicans have been forced to take a back seat to a few thousand smug urbanites and cyclists. They've won the war and are taking no prisoners

Is this what you want in Pasadena and in downtown Los Angeles? Just make sure you know what you're getting into. If you build it, they will come. Pasadenans may soon find themselves heading to Sierra Madre to do their errands. And those who work downtown should brace themselves for significantly longer commutes.

Go ahead with your plans, if you want, but here's some advice from someone who's already living in an urban village: The next time you get in the car to go the doctor, take your kids to school or call on a client, make sure you pack a sandwich, a toothbrush and a change of underwear.

Bruce R. Feldman is a 29-year resident of Santa Monica.

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Comments 55

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## **EXHIBIT LIST**

### **Figueroa Streetscape Project Appeal**

**Final Environmental Impact Report  
ENV 2012-1470-EIR**

**Exhibit #1            SHOWS ORIGINAL PROJECT INTENT/PURPOSE**

- This is the historic start of the project and the original intent of the Figueroa Corridor and the CRA.
- Note the purpose and scope of the project.
- Note the very limited emphasis on bikes and bike lanes.
- Note the used of the word ‘Couplet’ with alternative streets to be considered.

**Initial Figueroa Project  
12/15/06**

**Exhibit #2            SHOWS ORIGINAL PROJECT INTENT/PURPOSE**

**CRA Project Memo  
11/3/11**

**Exhibit #3            SHOWS PROJECT REDIRECTION NEW PURPOSE**

- These (along with Exhibits #4 & 5) are the documents that show the conversion of the original intent into a bike project.
- Note the complete focus on bikes, bike issue & bike lanes.
- Look at how the original purpose of the project is almost completely ignored.

**City Planning Report  
8/19/13**

**Exhibit #4            SHOWS PROJECT REDIRECTION NEW PURPOSE**

**General Manager’s Determination  
8/27/13**

**Exhibit #5            SHOWS PROJECT REDIRECTION NEW PURPOSE**

**Final EIR cover page  
8/13**



- Exhibit #6 DOT TRAFFIC COUNT AT EACH INTERSECTION**  
**DOT Auto Traffic Counts**  
**Last DOT posting**
- Exhibit #7 CURRENT CITY WIDE BIKE USAGE**  
**DOT Bike Counts**  
**Last DOT posting**
- Exhibit #8 ECONOMIC CONSIDERATIONS SHOULD MATTER**  
**Shammas Auto Fact Sheet**
- Exhibit #9 DOT HAS PLENTY OF TIME TO DO IT RIGHT----LEGALLY**  
**AB 92**  
**6/12/13**
- Exhibit #10 LOCAL COUNCILMEMBER REQUEST FOR**  
**RECONSIDERATION. THIS IS WHAT WE WANT.**  
**Council Motion by Councilmember Curren Price**  
**8/28/13**
- Exhibit #11 OTHER VIEW ON BIKE USAGE/FUNCTIONALITY**  
**Op-Ed Daily News**  
**7/13/13**
- Exhibit #12 OTHER VIEW ON BIKE USAGE/FUNCTIONALITY**  
**Op-Ed Wall Street Journal**  
**11/8/13**
- Exhibit #13 BIKE LANES ARE LIMITED TO "STRIPPING" NOT ANY**  
**OTHER KIND OF CONSTRUCTION.**  
**Look at Master Comment #3, 4 & 6: There is confusion**  
**as to the meaning and application of AB 2245**  
**AB 2245**  
**9/28/12**

**Exhibit #14 MTA AGREEING THAT THE EIR DID NOT CONSIDER  
ALTERNATIVES**

**MTA Comment letter to EIR**

**3/4/13**

**Exhibit #15 CAL TRANS AGREEING THAT THE EIR DID NOT  
CONSIDER ALTERNATIVES**

**Cal Trans Comment letter to EIR**

**2/14/13**

**Exhibit #16 TIME DELAYS-ENVIRONMENTAL DAMAGE**

**Final EIR page 4-7**

**8/13**

**Exhibit #17 TIME DELAYS-ENVIRONMENTAL DAMAGE**

**Daily Time Delays**

**8/13**

**Exhibit #18 (A) PROVES REASONABLE ALTERNATIVE**

**Grand Ave. at 9<sup>th</sup> Street**

**1/21/14**

**Exhibit #18 (B) PROVES REASONABLE ALTERNATIVE**

**Grand Ave. at 12<sup>th</sup> Street**

**1/21/14**

**Exhibit #18 (C) PROVES REASONABLE ALTERNATIVE**

**Grand Ave. at 30<sup>th</sup> Street**

**1/21/14**

**Exhibit #18 (D) PROVES REASONABLE ALTERNATIVE**

**Grand Ave. South of**

**Washington**

**1/21/14**

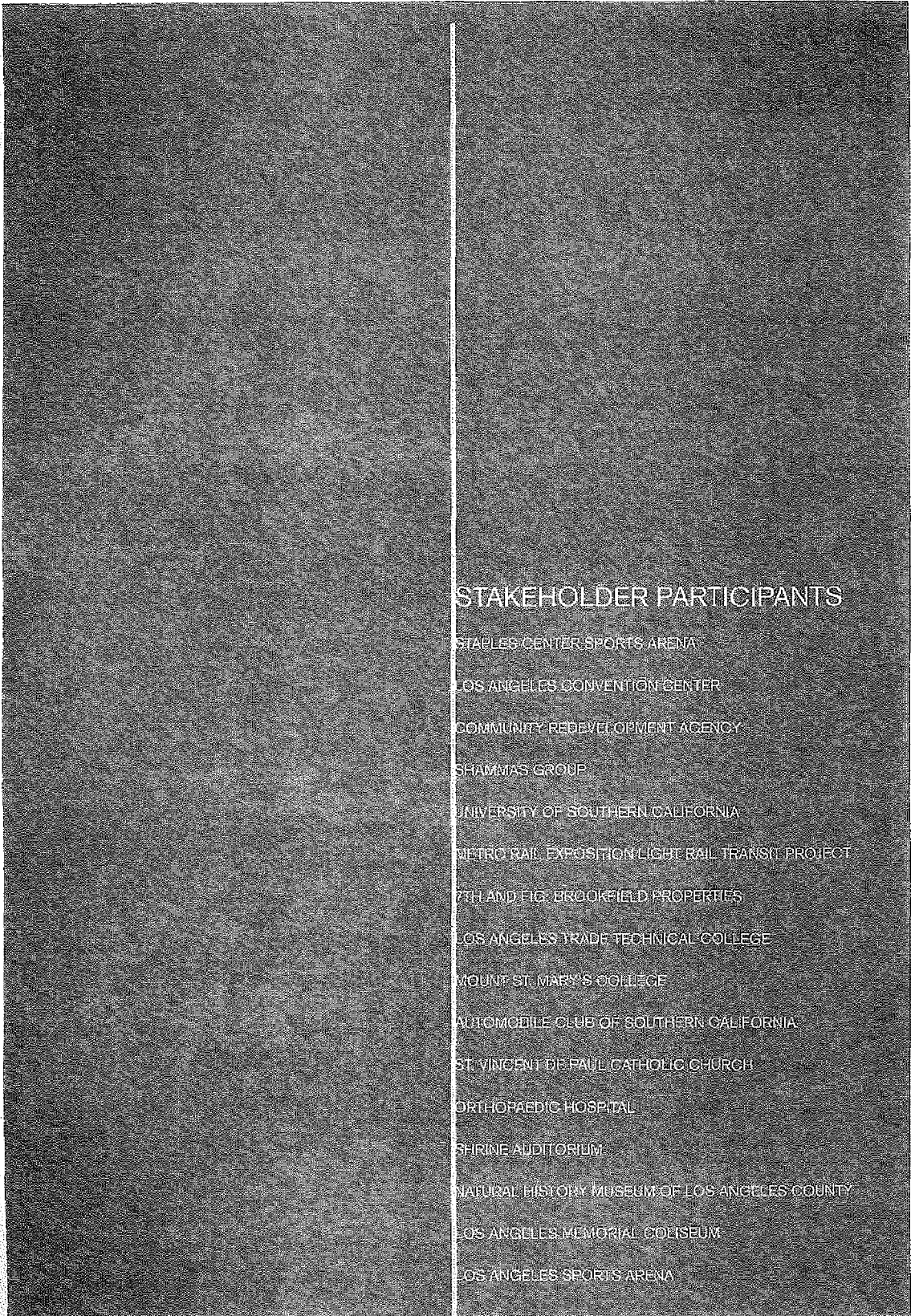
**Exhibit #19**                    **PROVES REASONABLE ALTERNATIVE**  
**Hill Street. South of Olive**  
**and Washington**  
**1/23/14**

**Exhibit #20 (A)**            **PROVES REASONABLE ALTERNATIVE**  
**Olive Street at Washington**  
**1/23/14**

**Exhibit #20 (B)**            **PROVES REASONABLE ALTERNATIVE**  
**Olive Street at 8th**  
**1/23/14**

**Exhibit #21**                    **OTHER VIEW ON BIKE USAGE/FUNCTIONALITY**  
**Op-Ed Los Angeles Times**  
**1/26/14**

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STABLES CENTER SPORTS ARENA

LOS ANGELES CONVENTION CENTER

COMMUNITY REDEVELOPMENT AGENCY

SHAMMAS GROUP

UNIVERSITY OF SOUTHERN CALIFORNIA

BIETRO RAIL EXPOSITION LIGHT RAIL TRANSIT PROJECT

7TH AND FIGEROO BROOKFIELD PROPERTIES

LOS ANGELES TRADE TECHNICAL COLLEGE

MOUNT ST. MARY'S COLLEGE

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

ST. VINCENT DE PAUL CATHOLIC CHURCH

ORTHOPAEDIC HOSPITAL

SHRINE AUDITORIUM

NATURAL HISTORY MUSEUM OF LOS ANGELES COUNTY

LOS ANGELES MEMORIAL COLISEUM

LOS ANGELES SPORTS ARENA



connecting communities

RIOS CLEMENTE HALE STUDIOS

Exhibit #1

Initial Figueroa Project

12/15/06



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DATE:

Draft: 12/15/06

**RIOS CLEMENTI HALE STUDIOS**

## VISION

The Figueroa Street Corridor is the Center of Centers in Southern California. Or more accurately perhaps, it is the north-south main street of Downtown Los Angeles. Its location traversing the intersection of the Santa Monica and Harbor Freeways puts it at the nexus of one of the highest volume intersections in the world, with almost half a million vehicles crossing through here every day. Historically, the thirty-mile long Figueroa Street functioned as one of the most significant automobile market districts, and it still does, stretching as it does from Dodger Stadium to Long Beach. The Figueroa Corridor, under study in this document, has evolved to include three miles of Figueroa Street, reaching from downtown's Financial District at the north to Exposition Park and the University of Southern California at the south, connecting two of the largest and most significant employment centers in Southern California. During the 1970's and 80's the northern portion of the corridor became the main street for the downtown financial district, with the development of numerous high rises. Today, the Figueroa Corridor continues to support the natural expansion of the urban fabric around it. Significant new housing development is beginning to occur in the South Park District adjacent to the central portion of the study area. The Los Angeles Convention Center and the Staples Arena are also located at the heart of the Corridor. As the center of access for the region, it is also the center of density and activity.

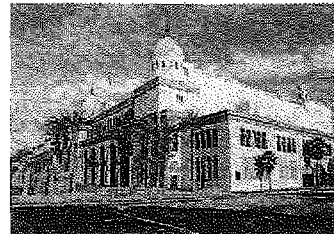
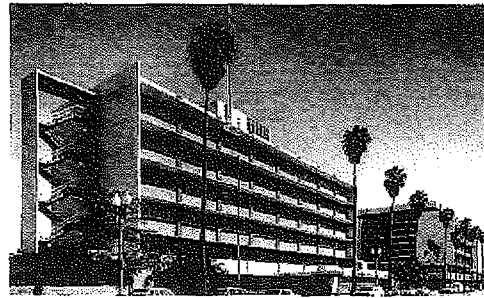
Improvements to the Corridor will provide greater public access to these and other community assets, including some of the most important institutions in Southern California: The Coliseum and Exposition Park and its collection of State Museums, The California Museum of Science and Industry, The California Aerospace Museum, The African American Museum, and the California Natural History Museum; The Shrine Auditorium; The Los Angeles Civic Center District including the Los Angeles Music Center, Disney Hall, the Museum of Contemporary Art, the Colburn School of the Performing Arts; and finally, at the very northern end of the street, Dodger Stadium.

With the Staples Arena, the Los Angeles Convention Center, and LA Live all located along the Figueroa Corridor, it is of the most significant visitor districts in Southern California. Improvements to the Corridor will provide a visible infrastructure to identify and support these functions. The proposed Figueroa Corridor design seeks to create an imageable street that represents Los Angeles to itself, its visitors, and to the world via the media. It will be seen as the quintessential Los Angeles boulevard.

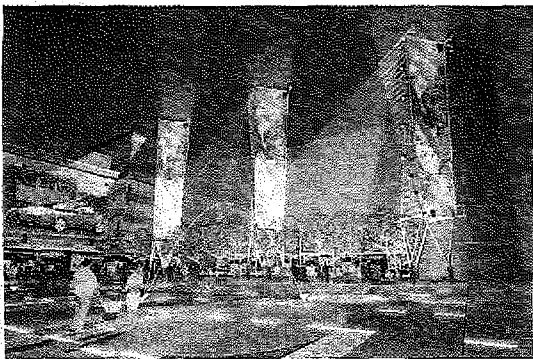
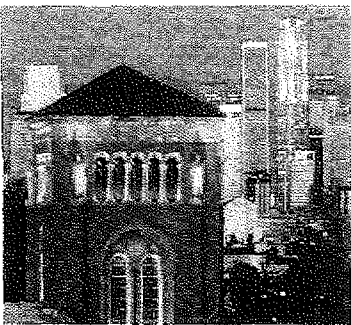
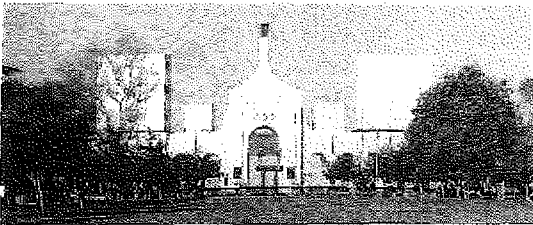
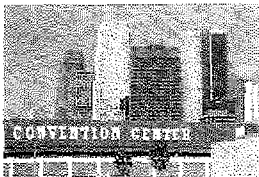
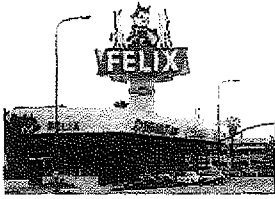
The further development of the Figueroa Corridor will be a model example of Transit-Oriented Development, with the intensification of land use growing in conjunction with the growth of transit and accessibility. The corridor is currently served by numerous bus lines as well as the Blue Line surface transit line. The forthcoming Exposition Line light rail expansion will further connect this area to transit, and provide a parallel surface transit option for much of the corridor. The creation of a stronger, more pedestrian friendly streetscape will help support the continued and enhanced mixed-use development along the Corridor and additional development of new housing along and adjacent to it. The proposed creation of a unique surface bus, visually recognized as distinct to the Figueroa Corridor, will help promote easy tourist and local movement up and down the boulevard.

In addition to transit and continued development, an upgraded streetscape will also provide an improved infrastructural armature for expansion of the local community including housing and commercial uses, as well as visitor-serving uses.

The development of the Figueroa Street Corridor will further support previous public and private investments in this area: The Convention Center, Staples, the private investment in new automobile dealerships, as well as the continued development of USC.



## GOALS



LA LIVE

### Connect Downtown to Expo Park Community

- Make Figueroa an inviting pedestrian and transit corridor for the region
- Support public and private investment in the area by improving the public realm
- Increase access to the Corridor for pedestrians
- Encourage Downtown development to grow south
- Connect two of the largest employment centers in Southern California
- Serve the visitor base of over 25 million visitors per year
- Expand the opportunities for new residential development

### Create more housing opportunities

- Creates the potential for over 8,000 residential units in connection with employment centers and transit
- Increase Density from commercial 1.5 to 1 to mixed use, 4.5 to 1
- Increase existing height limits in zone that will not significantly impact existing housing
- Provides transit amenities to connect easily to the existing employment centers
- Provides more and better public open space in conjunction with new housing

### Create new Public Open Space and make more public space for people and planting

- Bridge over the 110 to make a new 10 acre district public open space
- Define and plant new open spaces at the 110 crossings
- Widen sidewalks where possible
- Require new private set-backs on new development along Figueroa
- Create a special paving and planting unique to Figueroa Corridor

### Relieve regional traffic congestion

- Reduces growth in commuters by increasing work force and transit related housing adjacent Los Angeles' employment centers
- Enhance existing HOV travel along Figueroa
- Enhance existing HOV connectivity from the 110 freeway
- Increase capacity of existing streets through new synchronization system

### Increase local mobility and availability of different modes of transportation

- Create a new unique bus for Fig, user friendly, identifiable, and visible
- Use a more energy efficient technology
- Make it work for visitors and locals alike
- Enhance and clearly mark the stops
- Make space for bikes
- Encourage rider ship by making it easier and more safe
- Create a dedicated bike lane couplet with Fig and Flower
- Provide points for bike parking

### Increase transit utilization

- Green the streetscape to make it a better pedestrian environment
- Create planted medians with trees and shrubs
- Plant new street trees to create visual relief and continuity
- Create monumental tree plantings at major intersections
- Connect Figueroa and Flower all along the corridor with enhanced pedestrian zone
- Light up the sidewalks for people to make the streets feel safe for pedestrians

### Make a more sustainable LA

- Enhance and connect to transit
- Increase pedestrian traffic, decrease car traffic
- Increases sustainable infill development at the center instead of sprawl
- Increase permeability
- Add sustainable planting

connecting communities

RIOS CLEMENTI HALE STUDIOS



DATE / NOV 3 2011

1200 West 7th Street - Suite 500  
Los Angeles - California 90017-2381

Phone: F 213 977 1665  
www.crala.org

CRA File No. 9447  
Council District: 9  
Contact Person: Jenny Scanlin  
Alex Paxton  
(213) 922-7833

Honorable Council of the City of Los Angeles  
John Ferraro Council Chamber  
200 N. Spring Street  
Room 340, City Hall  
Los Angeles, CA. 90012

Attention: Sharon Gin, Office of the City Clerk

**COUNCIL TRANSMITTAL:**

Transmitted herewith, is a Board Memorandum adopted by the Agency Board on November 3, 2011 City Council review and approval in accordance with the "Community Redevelopment Agency Oversight Ordinance" entitled:

**VARIOUS ACTIONS RELATED TO:**

TROLLER MAYER ASSOCIATES FIGUEROA CORRIDOR CONTRACT AMENDMENT. AMEND CONTRACT WITH TROLLER MAYER ASSOCIATES TO INCREASE THE AMOUNT BY \$110,595 FOR ADDITIONAL DESIGN, TRAFFIC MODELING, ENVIRONMENTAL DOCUMENT REVIEW AND COMMUNITY OUTREACH MEETINGS FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$3,650,979 AS PART OF THE PROPOSITION 1C AWARD FOR THE FIGUEROA CORRIDOR.

**RECOMMENDATION**

That City Council approves recommendations on the attached Board Memorandum.

**ENVIRONMENTAL REVIEW**

The planning, landscape design and engineering work as a result of the recommended contract amendment, is statutorily exempt from provisions of the California Environmental Quality Act ("CEQA") pursuant to Section 15262 (Feasibility and Planning Studies) of the CRA/LA CEQA Guidelines.

**FISCAL IMPACT STATEMENT**

There is no fiscal impact to the City's General Fund, as a result of this action.

  
Christine Essel, Chief Executive Officer

Exhibit #2  
CRA Project Memo  
11/3/11





**CRA/LA**  
BUILDING COMMUNITIES

cc: Sharon Gin, Office of the City Clerk (Original & 3 Copies on 3-hole punch)  
Lisa Johnson Smith, Office of the CAO  
Ivania Sobalvarro, Office of the CLA  
Steve Ongele, Office of the Mayor  
Noreen Vincent, City Attorney's Office  
Jan Perry, CD9

bcc: Ras Mallari  
Nenita Tan, Office of the City Controller  
Records (2 copies)  
Tim Chung, City Attorney office  
Jenny Scanlin  
Alex Paxton  
Nick Saponara

THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, CALIFORNIA

MEMORANDUM

4

**DATE:** NOVEMBER 3, 2011  
**TO:** CRA/LA BOARD OF COMMISSIONERS  
**FROM:** CHRISTINE ESSEL, CHIEF EXECUTIVE OFFICER  
**STAFF:** JENNY SCANLIN, ACTING REGIONAL ADMINISTRATOR II  
ALEX PAXTON, PROJECT MANAGER  
NICK SAPONARA, ASSISTANT PROJECT MANAGER  
**SUBJECT:** **Troller Mayer Associates Figueroa Corridor Contract Amendment.** Amend contract with Troller Mayer Associates to increase the amount by \$110,595 for additional design, traffic modeling, environmental document review and community outreach meetings for a total contract amount not to exceed \$3,650,979 as part of the Proposition 1C award for the Figueroa Corridor. City Center Redevelopment Project Area DOWNTOWN REGION (CD 9)

CT3200  
100255

**RECOMMENDATION(S)**

The CRA/LA acknowledges and understands that the Supreme Court in the case entitled California Redevelopment Association v. Matosantos stayed certain portions of Assembly Bill x1-26 and Assembly Bill x1-27. Given the Court's stay and the uncertain status of such legislation, although the CRA/LA is, and the City Council may be, approving certain actions as described herein, to the extent that such actions are stayed then the CRA/LA shall not execute agreements or take such actions, notwithstanding their approval hereof, until the Supreme Court has decided the case on the merits or the action is no longer stayed.

That the CRA/LA Board of Commissioners subject to City Council review and approval:

1. Amend the contract with Troller Mayer Associates, Inc. to increase the budget for design, traffic modeling, and community outreach meetings for the Figueroa and 11<sup>th</sup> Street component of the Figueroa Corridor project in an amount of \$110,595 of Proposition 1C funds in budget line item Public Improvements, for a total contract amount not to exceed \$3,650,979.

That the CRA/LA Board of Commissioners:

2. Request that the City Council acknowledge and approve CRA/LA's implementation of this project under the Cooperation Agreement for Payment of Costs Associated with Certain CRA/LA Funded Capital Improvements, Public Improvements, and Affordable Housing Projects, dated as of March 10, 2011 between the CRA/LA and the City of Los Angeles.

**SUMMARY**

In 2008, CRA/LA was awarded a \$30 million Proposition 1C grant for the Figueroa Corridor Project ("Project"). This project is comprised of a number of sub-projects which includes the Friends of EXPO Center Soccer Fields, reinventing the Gilbert Lindsay Plaza at the Los Angeles Convention Center, Venice-Hope Recreation Center and the streetscape improvements along Figueroa Street, 11th Street and portions of Martin Luther King, Jr. Boulevard.

The CRA/LA Board, in April 2010, approved a contract with Troller Mayer Associates, Inc. ("Troller Mayer") to provide planning, design, engineering, bidding assistance and public outreach services in an amount not to exceed \$2,900,384, for the Figueroa and 11th Street Streetscape ("Figueroa and 11<sup>th</sup> Project") component of the overall Figueroa Corridor Project. The Troller Mayer contract was subsequently amended on June 27, 2011 to add planning, design, and engineering work for Bill Robertson Lane and Martin Luther King Jr. Boulevard ("Robertson and King Project") for an amount not to exceed \$640,000 which will be funded with a Metro Call for Projects award.

Due to the complexity of this Project, finalizing a preferred alternative for the Project design has required many more design iterations than anticipated in the original contract. As such, staff is recommending the budget for additional planning, design, engineering, and community outreach services be increased by an amount not to exceed \$110,595 to continue working with various stakeholders to finalize the preferred alternative design for the Figueroa and 11<sup>th</sup> Project.

**PREVIOUS ACTIONS**

March 3, 2011 and March 22, 2011- CRA/LA authorization to increase contract with Troller Mayer in an amount not to exceed \$640,000 for streetscape design and engineering work at Bill Robertson Lane and Martin Luther King, Jr., Boulevard as part of the Figueroa Corridor Project in the South Los Angeles Region, and City Council approval of the CRA/LA action, respectively (CF 11-0374).

April 1, 2010 and May 5, 2010 – CRA/LA authorization to execute contract with Troller Mayer Associates for an amount not to exceed \$2,900,384 for the streetscape design for linking South Los Angeles to Downtown: Figueroa Corridor and City Council approval of the CRA/LA action, respectively (CF 08-3193-S1)

**DISCUSSION & BACKGROUND**

In April 2008, the CRA/LA Board of Commissioners approved submittal of a grant application for \$30 million under Proposition 1C for the Figueroa Corridor Project ("Project"). On July 16, 2008, the State Department of Housing and Community Development announced the grant award to CRA/LA, in partnership with the South Park Business and Community Benefit District and the Figueroa Partnership. The award included funds for the Friends of EXPO Center soccer fields, reinventing the Gilbert Lindsay Plaza at the Los Angeles Convention Center, Venice-Hope Recreation Center and Streetscape improvements along Figueroa Street, 11<sup>th</sup> Street, and portions of Martin Luther King, Jr. Boulevard.

The Project stretches three and a half miles through Downtown Los Angeles into South Los Angeles, embracing landmarks, community and educational facilities, new developments,

historic districts and neighborhoods. It covers territory in three redevelopment project areas and involves a number of different communities, each with unique needs and characteristics. This includes a broad array of institutional, private, and governmental entities.

Specifically, the Figueroa and 11<sup>th</sup> Project provides construction of streetscape improvements along Figueroa Street between 7<sup>th</sup> Street on the north and 41<sup>st</sup> Street on the south and 11<sup>th</sup> Street between Figueroa Street on the west and Broadway on the east. It is anticipated that the streetscape improvements will include patterned sidewalk paving, planting of street trees and parkway landscaping, pedestrian lights, distinctive crosswalk patterning, street furniture, landscaped medians and protected bicycle lanes. It is envisioned that the Figueroa Corridor will be the unifying element that links South Los Angeles to Downtown.

In the last 12 months, significant projects were announced which are all impacted by the Figueroa Corridor Project. This includes Farmer's Field, Pico Hall at the Los Angeles Convention Center, and the Exposition Park Master Plan. These developments necessitated significantly more design iterations and stakeholder meetings to ensure the Figueroa Corridor Project properly takes into consideration potential changes that may impact the final preferred alternative. Consequently, it is necessary to increase the Troller Mayer Contract to determine the final preferred alternative in coordination with the various stakeholder groups. Resources for this work are included with the CRA/LA's Proposition 1C award.

The consultant team is required to comply with the CRA/LA's Equal Opportunity and Affirmative Outreach Program, Living Wage, Worker Retention, Equal Benefits and Contractor Responsibility policies. The team will also comply with the State of California Prop 1C grant requirements as applicable.

#### **SOURCE OF FUNDS**

The contract increase in the amount of \$110,595 will be funded with Proposition 1C Infill Infrastructure Grant Funds. No CRA/LA funds are required.

#### **PROGRAM AND BUDGET IMPACT**

This action is consistent with the adopted FY12 Budget and Work Program.

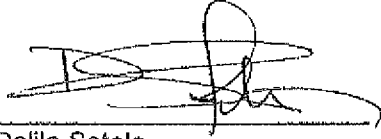
There is no impact on the City's General Fund as a result of this action.

#### **ENVIRONMENTAL REVIEW**

The planning, landscape design and engineering work as a result of the recommended contract amendment, is statutorily exempt from provisions of the California Environmental Quality Act ("CEQA") pursuant to Section 15262 (Feasibility and Planning Studies) of the CRA/LA CEQA Guidelines.

Christine Essel  
Chief Executive Officer

By:

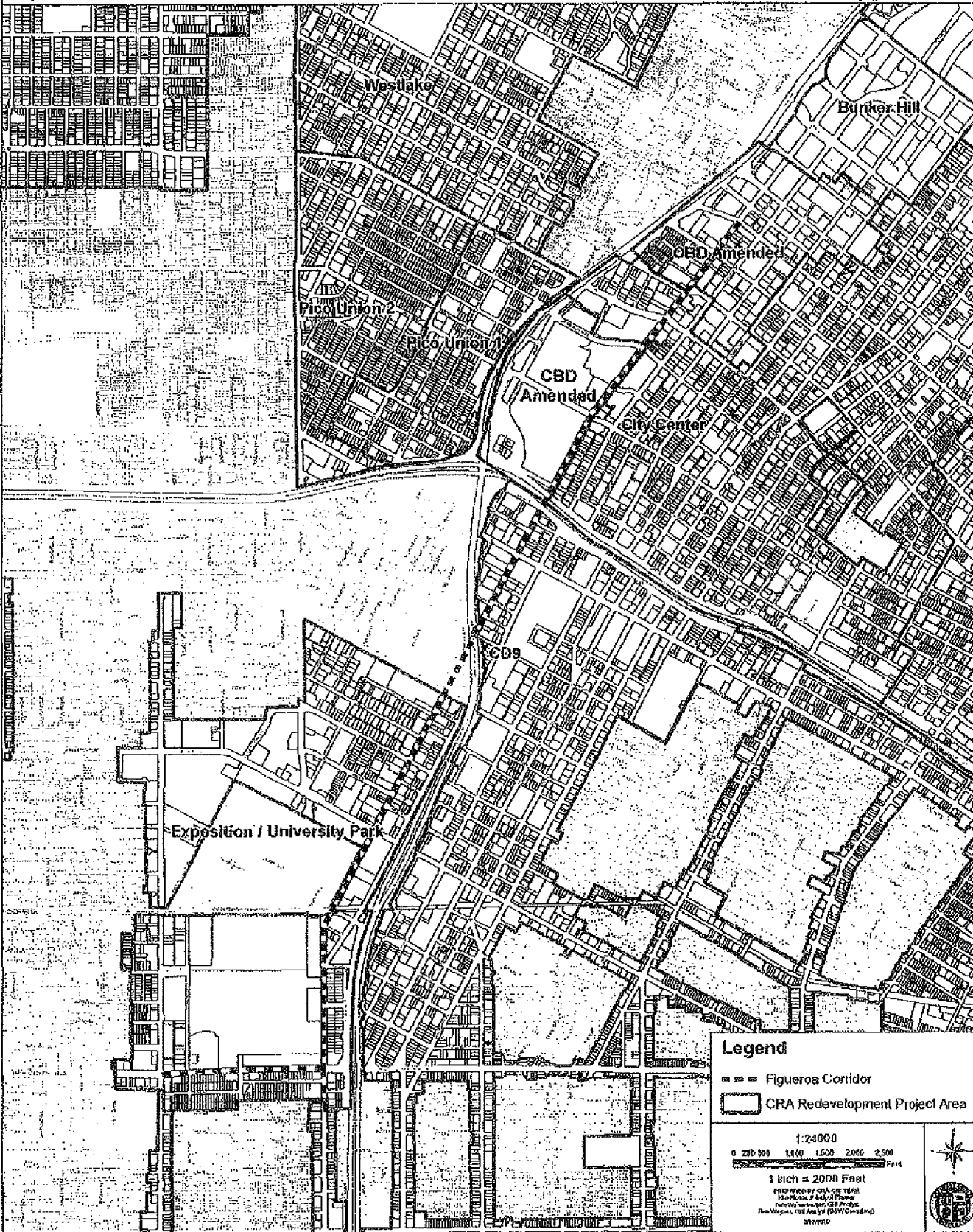
A handwritten signature in black ink, appearing to read 'D. Sotelo', written over a horizontal line.

Dalila Sotelo  
Deputy Chief Executive Officer



There is no conflict of interest known to me which exists with regard to any CRA/LA officer or employee concerning this action.

ATTACHMENTS

- Attachment A. Location/Site Map
- Attachment B. Qualified Infill Area Map
- Attachment C. Project Summary Sheet



Legend

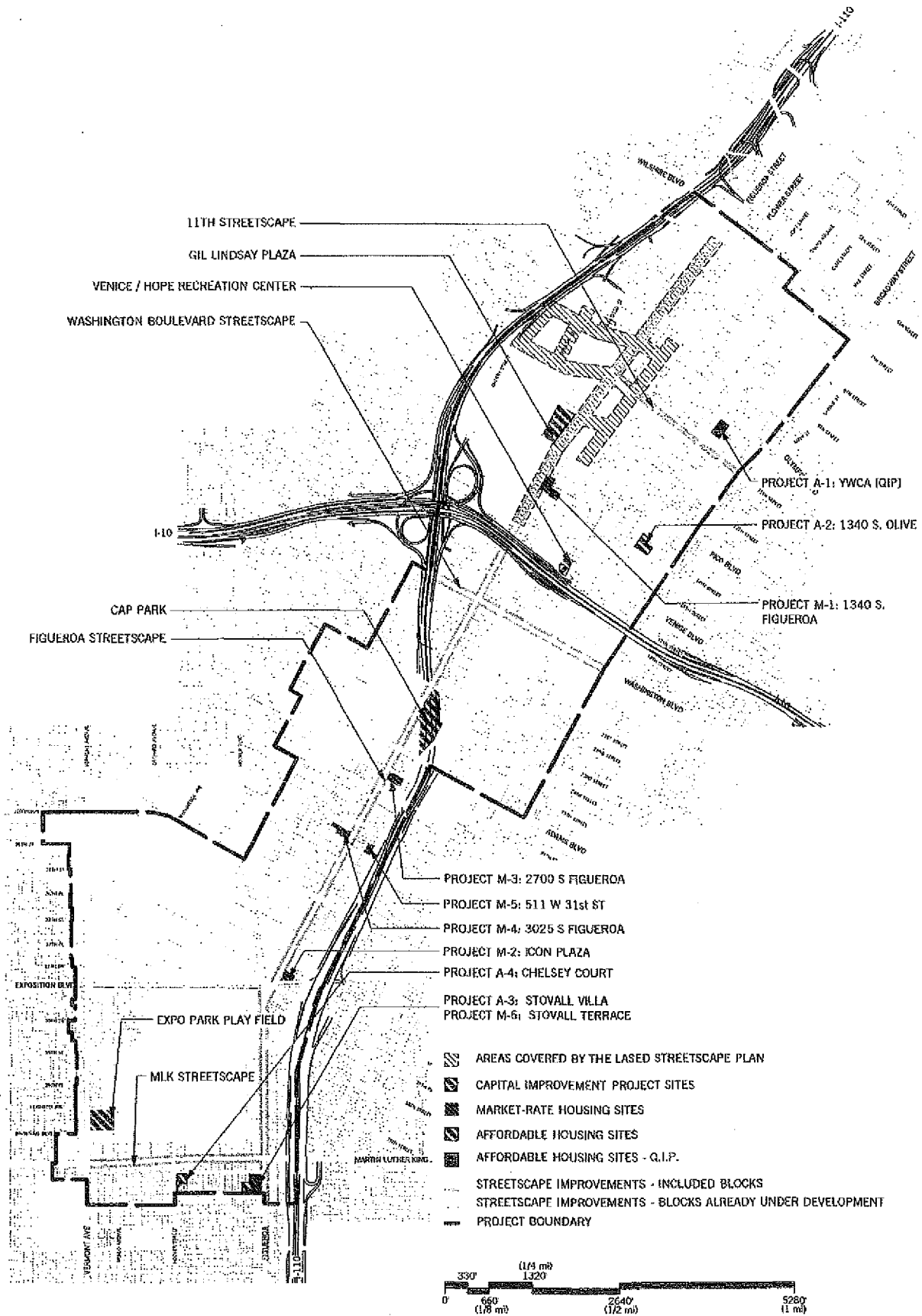
-  Figueroa Corridor
-  CRA Redevelopment Project Area

1:24000  
 0 250 500 1000 1500 2000 2500  
 Feet

1 inch = 2000 Feet  
 PREPARED BY CRA/CE/TEH  
 WEST/PLANNING/ANALYSIS  
 FOR THE COMMUNITY REDEVELOPMENT AGENCY  
 LOS ANGELES, CALIFORNIA (CRA/CRA/CE/TEH)



ATTACHMENT B



LINKING SOUTH LA TO DOWNTOWN: FIGUEROA CORRIDOR

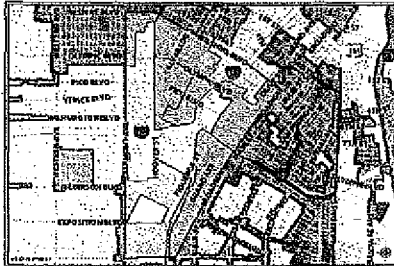
FIGURE 10P: QIA AREA WITH CIP PROJECTS AND QUALIFIED AFFORDABLE AND MARKET RATE HOUSING

[ JULY 2009 ]





**DOWNTOWN REGION**



Maps created by CRA/LA GIS Team

**STATISTICS AT A GLANCE**

<b>Estimated Jobs Created:</b>	
Construction Jobs (est.):	206
Permanent Jobs (est.):	110
<b>Total Development Costs (TDC):</b>	<b>\$100 million</b>
<b>CRA/LA Investment:</b>	<b>\$18 million</b>
CRA/LA Investment % of TDC:	18%
<b>Total Housing Units:</b>	<b>300</b>
Total Affordable Housing Units:	300
HCD Very Low Income Units:	0
HCD Low Income Units:	0
HCD Moderate Income Units:	0
Undetermined Affordable Units:	300
<b>Total Development Cost Per Unit:</b>	<b>\$333,333</b>
<b>CRA/LA Investment Per Restricted Unit:</b>	<b>\$60,000</b>

**CITY CENTER**

**FIGUEROA CORRIDOR PROP 1C GRANT**

**Board Item Number:**  
**Board Date:** 11/3/2011

**Project Location**  
Boundaries are generally Wilshire Blvd (N), Broadway and 110 Freeway (E), MLK Jr Blvd (S), 110 Freeway and Vermont Ave (W).

**Proposed CRA/LA Action**  
Troller Mayer Associates Figueroa Corridor Contract Amendment

**Additional Information**  
N/A

- Elected Officials**
- Council District 1, Ed P. Reyes
  - Council District 10, Herb J. Wesson Jr.
  - Council District 14, Jose Huizar
  - Council District 8, Bernard C. Parks
  - Council District 9, Jan Perry
  - County Supervisor District 1, Gloria Molina
  - County Supervisor District 2, Mark Ridley-Thomas
  - State Senate District 22, Kevin De León
  - State Senate District 26, Curren D. Price Jr.
  - Congress District 33, Karen Bass
  - Congress District 34, Lucille Roybal-Allard
  - Congress District 31, Xavier Becerra
  - Assembly District 46, John A. Pérez
  - Assembly District 45, Mike Davis

**Sustainable Elements**

- Public Open Space

**Community Benefits**

- Area Beautification
- Creates new green & open space, including active recreation facilities.
- Elimination of Blight
- Enhance Bike-ability
- Enhance Livability
- Enhance Public Safety
- Enhanced Walkability
- Enhanced Pedestrian Environment
- Facilitates the development of new Infill housing (affordable and market-rate).
- Improve Image of Area
- Improved Infrastructure
- Improves connections between Downtown, USC, and South LA.

**Strategic Plan Goals Met**

- 1.1.1 - Create 40,000 construction career-path jobs.

**CRA/LA Policies Applied**

**CRA/LA Policies Not Applied**

**Project Description**

Housing required for \$30 million grant for streetscape improvements to Figueroa, 11th, Washington, and Martin Luther King, Jr. Blvd. Includes redesign and reconstruction of Gilbert Lindsay Park, Exposition Park Sports Field, and 110 Freeway Cap Park feasibility study.

**Project Type**

Public Improvement

**Construction Category:** New Construction

**Project Features:**

- Parks / open space
- Streetscape Improvement

**Developer / Participant(s)**

**CRA/LA Project Staff**

- Jenny Scanlin, Regional Administrator
- Jenny Scanlin, Regional Administrator I
- Nick Saponara, Assistant Project Manager
- Alex Paxton, Project Manager
- Karen Yamamoto, Sr Planner

**Project Activities**

**Completed Activities:**

- Board Action, 04/17/08
- City Council Action, 04/30/08
- Board Authorization to Execute Agreement, 11/20/08
- Board Action, 04/01/10
- City Council Action, 05/05/10
- Execute Agreement, 06/27/10
- Outreach Process Begins, 06/29/10
- Outreach Meeting, 06/29/10
- Preparation of Documents, 06/30/10
- Execute Agreement, 07/01/10
- Outreach Meeting, 08/24/10
- Design Drawings Review, 12/14/10
- Outreach Meeting, 02/02/11
- Board Report, 02/17/11

**Scheduled Activities:**

- Conceptual Design Drawings finalized, 12/31/11

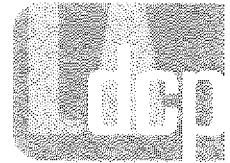
**Agreement Type(s)**

- Grant Agreement

**Terms of CRA/LA Investment:**



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



### Department of Transportation

**Date:** August 19, 2013

**Public Hearing:** Public Hearing held  
February 14, 2013

**Reference** 08-3193-S1,  
**Council File** 10-2385-S1,  
**Nos.:** 10-2385-S2  
**CEQA No.:** ENV-2012-1470-EIR  
**Council No.:** 1-Cedillo, 9-Price,  
14-Huizar  
**Plan Area:** Central City, South  
Los Angeles,  
Southeast Los  
Angeles

### PROJECT LOCATION

The project area is located in portions of the Central City, South Los Angeles, and Southeast Los Angeles Community Plans. The project is located in the public rights-of-way along the sidewalk and roadway segments identified in the project description below.

### PROPOSED PROJECT

The Figueroa Streetscape Project (Proposed Project) consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consists of three miles of a combination of new buffered bicycle lanes and cycle tracks along S. Figueroa Street, from 7<sup>th</sup> Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11<sup>th</sup> Street, from Broadway to Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. Cycle tracks are dedicated bicycle lanes with additional separation from the adjacent travel lane. They are typically installed within the existing roadbed in the direction of adjacent traffic, either between the curb and on-street parking, or separated from vehicular traffic lanes by physical barriers. Buffered bicycle lanes are similar to standard Class II bicycle lanes though with an additional painted buffered striping next to the adjacent travel lane.

The Proposed Project also includes, where cycle tracks area installed, modified traffic signals to provide separate bike signal heads combined with two-stage left-turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa Street onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas. Outboard bus platforms would be constructed between the cycle tracks and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the cycle tracks.

The streetscape improvements along S. Figueroa Street include pedestrian scale street lighting, new street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture, and public art. Similar pedestrian scale improvements such as lighting, new street trees, enhanced crosswalks, and art are also proposed along 11th Street, from Figueroa Street to Broadway; Bill Robertson Lane, from Martin Luther King Jr. Boulevard to Exposition Boulevard; and Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane. Table 1 summarizes the general improvements proposed for each Proposed Project segment.

Figure 1 shows the location of the Proposed Project in relation to nearby existing bicycle lanes and other bicycle lanes proposed for the Central Area. The Proposed Project is part of 40.4 miles of new bicycle lanes proposed as part of the First-Year of the First Five Year Implementation Strategy of the 2010 Bicycle Plan.<sup>1</sup> The Proposed Project implements several programs of the 2010 Bicycle Plan, which includes completion of a backbone bicycle network (Program 1.1.2 A), and development of protected bicycle lanes (Program 1.1.7 B).

The Proposed Project would include restriping of new lanes, installment of new curbs and minor excavation and construction associated with the streetscape improvements in the public right-of-way. Implementation of the proposed bicycle lanes would not change access to existing facilities and properties.

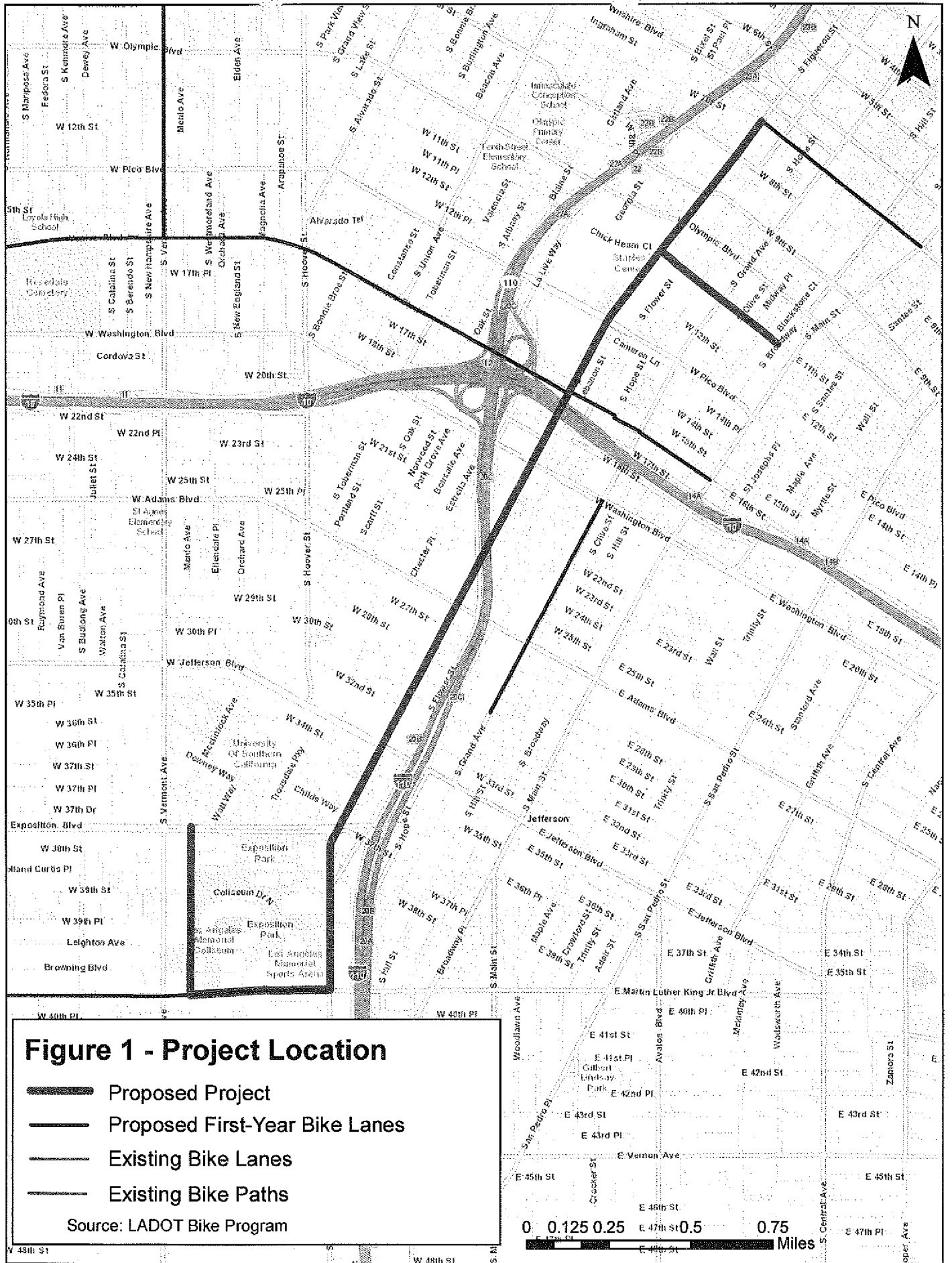
**TABLE 1: PROPOSED BICYCLE LANES, CYCLE TRACKS AND STREETScape BY PROJECT SEGMENTS**

Street / Facility Type	Limits	Length (miles)	Area/Connection
S. Figueroa Street / cycle tracks, buffered bicycle lanes, and streetscape improvements	Martin Luther King Jr. Blvd. to 7 <sup>th</sup> St.	3.0	Central City, South and Southeast LA
11 <sup>th</sup> Street / cycle tracks, and streetscape improvements	Figueroa St. to Broadway	0.5	Central City
Martin Luther King Jr. / bicycle lanes <sup>2</sup> , streetscape improvements	Bill Robertson Lane and S. Figueroa St.	0.4	South Los Angeles
Bill Robertson Lane / buffered bicycle lanes, and streetscape improvements	Martin Luther King Jr. Blvd. to Exposition Blvd.	0.5	South Los Angeles
<b>TOTAL</b>		<b>4.5</b>	<b>Central and South Areas</b>

SOURCE: City of Los Angeles, LADOT, 2012.

<sup>1</sup> A Draft EIR was prepared and made available on January 17<sup>th</sup>, 2013 that evaluated the traffic and safety impacts of 39.5 miles proposed bicycle lanes including the Proposed Project. An additional 0.9 miles of transit-bicycle only lanes was evaluated in a separate Traffic and Safety Assessment pursuant to the procedures of Section 21080.20.5 of the Public Resource Code (PRC).

<sup>2</sup> The bicycle lanes were evaluated in the Draft EIR, and described in the DCP Staff Recommendation Report for the First Year of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, dated on June 19, 2013. Available here: [http://cityplanning.lacity.org/cwd/qnlpln/transit/NewBikePlan/Txt/CentralArea\\_Staffrpt.pdf](http://cityplanning.lacity.org/cwd/qnlpln/transit/NewBikePlan/Txt/CentralArea_Staffrpt.pdf)



**Figure 1 - Project Location**

- Proposed Project
- Proposed First-Year Bike Lanes
- Existing Bike Lanes
- Existing Bike Paths

Source: LADOT Bike Program

0 0.125 0.25 0.5 0.75 Miles

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The implementation of the Proposed Project would result in greater bicycle network benefits by connecting to the existing bicycle lanes along Exposition Boulevard, Figueroa Street, 7<sup>th</sup> Street, Grand Avenue, Olive Street and Main Street, as well as bicycle lanes proposed for the Central Area, thereby facilitating inviting and safe bicycle travel from the neighborhoods of South and Southeast Los Angeles into the Downtown area.

The following is a brief description of the roadway reconfiguration, bicycle facilities, streetscape improvements, and parking losses for each of the segments in the Proposed Project.

#### Figueroa Street – Martin Luther King Jr. Boulevard to 7<sup>th</sup> Street

Along Figueroa Street, the Proposed Project would eliminate the peak-period northbound travel lane from Martin Luther King Jr. Boulevard to Adams Boulevard, the peak-period southbound travel lane from Martin Luther King Jr. Boulevard to Venice Boulevard, and one full-time northbound mixed-flow travel lane from Exposition Boulevard to 8th Street.

Along Figueroa Street, the Proposed Project would install standard bicycle lanes in each direction from Martin Luther King Jr. Boulevard to Exposition Boulevard, and from 21st Street and 11th Street. Cycle tracks are proposed in each direction from Exposition Boulevard to 21st Street, and in the northbound direction only from 11th Street to 7th Street along Figueroa Street.

The Proposed Project would maintain: two northbound mixed-flow travel lanes, two southbound mixed-flow travel lanes, and a center left-turn lane from Martin Luther King Jr. Boulevard to Adams Boulevard; two northbound mixed-flow travel lanes, one northbound peak-period bus-only lane, and one southbound mixed-flow travel lane, and a center left-turn lane from Adams Boulevard to Venice Boulevard; two full-time mixed-flow travel lanes in the southbound direction, two full-time northbound mixed-flow travel lanes and one northbound peak-period bus-only lane, and a center left-turn lane from Venice Boulevard to Olympic Boulevard; two full-time northbound mixed-flow travel lanes and a northbound peak-period bus-only lane from Olympic Boulevard to 9th Street; and two full-time northbound mixed-flow travel lanes, a northbound peak-period bus-only lane, and an additional peak-period mixed-flow lane on the west side of the roadway from 9th Street to 8th Street. The northbound peak-period mixed-flow lane becomes a full-time mixed flow travel lane just north of 8th Street. The northbound peak-period bus-only lane is a mixed-flow travel lane during the off-peak period.

The Proposed Project would eliminate a maximum of 160 parking spaces along Figueroa Street between Martin Luther King Jr. Boulevard and 7<sup>th</sup> Street. Where parking is already restricted in either the AM or PM peak periods along certain segments of Figueroa Street, the Proposed Project would impact parking only during the non-peak period.

#### 11<sup>th</sup> Street (Figueroa Street to Broadway)

The Proposed Project would eliminate one eastbound travel lane between Figueroa Street and Broadway, and would install an eastbound buffered bicycle lane and maintain one eastbound travel lane between Figueroa Street and Broadway.

### Bill Robertson Lane (Exposition Boulevard to Martin Luther King Jr. Boulevard)

The Proposed Project would install bicycle lanes in each direction, and maintain one travel lane in each direction. On-street parking on the west side of Bill Robertson Lane opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would be retained.

### Martin Luther King Jr. Boulevard (Figueroa Street to Bill Robertson Lane)

As stated above, the Proposed Project includes new streetscape elements between Figueroa Street to Bill Robertson Lane. However, as part of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, one full-time motor vehicle lane would be eliminated in each direction from Leimert Boulevard to Figueroa Street to install bicycle lanes.<sup>3</sup>

## **REQUESTED ACTIONS**

1. That the Department of Transportation (LADOT) install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.
2. That LADOT **Certify** the Environmental Impact Report ENV-2012-1470-EIR included as Attachment 1.
3. That LADOT **Adopt** the **Environmental Findings** included as Attachment 2.
4. That LADOT **Adopt** the **Statement of Overriding Considerations** included as part of Attachment 2. (See Section IX)
5. That LADOT **Adopt** the **Mitigation Monitoring Program** included as Attachment 3.

<sup>3</sup> The bicycle lanes were evaluated in the Draft EIR, and described in the DCP Staff Recommendation Report for the First Year of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, dated on June 19, 2013. Available here: [http://cityplanning.lacity.org/cwd/gnlpr/transelt/NewBikePlan/Txt/CentralArea\\_Staffrpt.pdf](http://cityplanning.lacity.org/cwd/gnlpr/transelt/NewBikePlan/Txt/CentralArea_Staffrpt.pdf)

**CITY OF LOS ANGELES**  
CALIFORNIA

Jaime de la Vega  
GENERAL MANAGER



**ERIC GARCETTI**  
MAYOR

**DEPARTMENT OF TRANSPORTATION**  
100 South Main Street, 10th Floor  
Los Angeles, California 90012  
(213) 972-8470  
FAX (213) 972-8410

**Date:** August 27, 2013  
**Public Hearing:** Public Hearing held  
February 4, 2013  
**Reference** 08-3193, 08-3193-S1,  
**Council File** 10-2385-S1  
**Nos.:** 10-2385-S2  
**CEQA No.:** ENV-2012-1470-EIR  
**Council No.:** 1-Cedillo, 9-Price,  
14-Huizar  
**Plan Area:** Central City, South Los  
Angeles, Southeast Los  
Angeles

**SUBJECT: NOTICE OF GENERAL MANAGER'S DETERMINATION -- FIGUEROA  
STREETSCAPE PROJECT**

**To Interested Parties:**

The Figueroa Streetscape Project (Proposed Project) consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consist of three miles of a combination of new buffered bicycle lanes and cycle tracks along South Figueroa Street, from 7<sup>th</sup> Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11<sup>th</sup> Street, from Broadway to South Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. Cycle tracks (also known as protected bicycle lanes) are similar to Class II bicycle lanes, but physically separated from the adjacent travel lane. They are typically installed within the existing roadbed in the direction of adjacent traffic, either between the curb and on-street parking, or separated from vehicular traffic lanes by physical barriers. Buffered bicycle lanes are Class II bicycle lanes with a painted gore area between the bicycle lane and adjacent travel lane.

The Proposed Project also includes - where cycle tracks are installed - modified traffic signals to provide dedicated bicycle signal heads and phasing, combined with two-stage left-turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa Street onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas. Outboard bus platforms will be constructed between the cycle tracks and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the cycle tracks.

Exhibit #4  
General Manager's  
Determination 8/27/13



Streetscape improvements along South Figueroa Street include new pedestrian-scale street lighting and roadway lighting, new street trees and planting areas, repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture and public art. Similar improvements are also proposed along 11th Street, from Figueroa Street to Broadway, along Bill Robertson Lane, from Martin Luther King Jr. Boulevard to Exposition Boulevard and along Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane.

The Proposed Project would include restriping of lanes, installation of new curbs and minor excavation and construction associated with the streetscape improvements in the public right-of-way. There would be no change in access to existing facilities and properties.

The former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) initiated the Proposed Project through a \$20 million Proposition 1C grant to promote economic development and improve the bicycle, pedestrian and transit experience along the Figueroa Street corridor. After the State dissolved the CRA/LA in 2011, the Proposed Project was transferred to the Department of Transportation (LADOT).

LADOT is also the implementing agency of the 2010 Bicycle Plan, and serves as the Lead Agency pursuant to review required by the Division 13 of the Public Resource Code (PRC). The Bicycle Plan, adopted on March 1, 2011 identifies a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies. The Proposed Project implements several programs of the 2010 Bicycle Plan, including completion of a backbone bicycle network (Program 1.1.2 A), and development of protected bicycle lanes (Program 1.1.7 B). LADOT is also coordinating the Bicycle Plan's Five-Year Implementation Strategy in the Central Area, which includes a number of bicycle lane segments in Central Los Angeles, in addition to those on Figueroa and 11th Streets.

The Department of City Planning (DCP) released a Final Environmental Impact Report (EIR) on August 7, 2013, and a Staff Recommendation Report on August 19, 2013 that concluded that City of Los Angeles is in compliance with Division 13 of the PRC, also known as the California Environmental Quality Act (CEQA). DCP evaluated the environmental impacts of the Proposed Project, included measures to mitigate environmental impacts, and held a hearing in the area affected by the Proposed Project as described in the DCP Staff Recommendation Report. The DCP Staff Recommendation Report included the following recommended actions:

1. That the Department of Transportation (LADOT) install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along

Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.

2. That LADOT Certify the Environmental Impact Report ENV-2012-1470-EIR included as Attachment 1.
3. That LADOT Adopt the Environmental Findings included as Attachment 2.
4. That LADOT Adopt the Statement of Overriding Considerations included as part of Attachment 2. (See Section IX)
5. That LADOT Adopt the Mitigation Monitoring Program included as Attachment 3.

#### **DETERMINATION**

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 80.08.2 and Section 89.01, I hereby:

1. **APPROVE** to install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along Martin Luther King Jr. Boulevard, from to Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.
2. **CERTIFY** that the Environmental Impact Report (EIR) (EIR No. ENV-2012-1470-EIR; State Clearinghouse Number 2012061092, included as Attachment 1 of the DCP Staff Recommendation Report) has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines, and that the General Manager of LADOT has reviewed the information contained therein and considered it along with other factors related to this project; that this determination reflects the independent judgment of the City of Los Angeles; and that the documents constituting the record of proceedings in this matter are located in the files of DCP in the custody of the Citywide Section; and **ADOPT** the EIR.
3. **ADOPT** the **FINDINGS** made pursuant to and in accordance with Section 21081 of the Public Resources Code (Included as Attachment 2 of the DCP Staff Recommendation Report), and the Statement of Overriding Considerations prepared by DCP included as part of Attachment 2 (See Section IX) of the DCP Staff Recommendation Report.

4. **ADOPT the FINDINGS made pursuant to and in accordance with Section 21081.6 of the California State Public Resources Code, the Mitigation Monitoring and Reporting Program as the Findings of the General Manager of LADOT and ADOPT the Mitigation Monitoring Program included as Attachment 3 of the DCP Staff Recommendation Report.**

**EFFECTIVE DATE**

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing the Notice of General Manager's Determination.

  
Jaime de la Vega  
General Manager

Attachments

**Mercedes, Nissan, Chevrolet, Volkswagen, Porsche & Audi**  
**Shammas Company Analysis - Totals**  
 Updated as of 8/13/12

	Actual		Projected						
	2011	2012	2013	2014	2015	2007	2008	2009	2010
1									
2									
3	Number of Employees (during the year)	657	708	763	823	887			
4	Salaries	\$ 33,803,285	\$ 38,809,447	\$ 43,066,789	\$ 47,599,306	\$ 52,359,236			
5	Average Salary	\$ 51,451	\$ 54,797	\$ 56,408	\$ 57,833	\$ 59,014			
6	City of LA Residents	272	293	316	341	367			
7	County of LA Residents	623	672	724	780	841			
8	Minority/Female Workforce	86%	86%	86%	86%	86%			
9	City of LA Business License Fees	\$ 540,043	\$ 771,197	\$ 854,108	\$ 942,993	\$ 1,037,292			
10	State Sales Tax	\$ 16,160,044	\$ 17,278,602	\$ 19,180,184	\$ 21,202,436	\$ 23,322,679			
11	Property Tax	\$ 609,403	\$ 621,592	\$ 634,023	\$ 646,704	\$ 659,638			
12	Gross Sales	\$ 440,025,241	\$ 487,502,199	\$ 539,147,780	\$ 594,799,775	\$ 654,279,753			
13									
14									
15									
16	Number of Employees (during the year)	875	916	951	869	652			630
17	Salaries	\$ 30,089,990	\$ 34,676,459	\$ 34,262,493	\$ 31,678,496	\$ 27,808,315			\$ 28,949,093
18	Average Salary	\$ 34,389	\$ 37,856	\$ 36,028	\$ 36,454	\$ 42,651			\$ 45,951
19	City of LA Business License Fees	\$ 558,144	\$ 586,165	\$ 682,529	\$ 656,327	\$ 541,979			\$ 471,120
20	State Sales Tax	\$ 13,636,744	\$ 15,850,710	\$ 15,734,983	\$ 12,667,655	\$ 12,253,969			\$ 14,224,306
21	Property Tax	\$ 250,887	\$ 400,543	\$ 482,412	\$ 477,352	\$ 722,410			\$ 603,345
22	Gross Sales	\$ 342,333,777	\$ 421,116,800	\$ 417,342,311	\$ 370,818,187	\$ 320,652,805			\$ 378,314,923
23									
24	<b>Assumptions</b>								
25	Employment Growth per Year	7.8%							41%
26	Salary as a % of Sales	10%							95%
27	Business License Fees as a % of Sales	0.2%							86%
28	State Sales Tax as a % of Sales	4%							
29	Property Tax Increase per Year	2%							
30	Annual Projected Gross Sales Growth	10%-11%							
31									
32									
33									
34									
35									
36									
37									

CONFIDENTIAL

The attached analysis was prepared by Kno & Patel based on our review of historical information. We have not audited or reviewed the underlying data and accordingly do not express an opinion or any other form of assurance on them. Furthermore, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update our report for events and circumstances occurring after the date of this report. This analysis is not intended to be definitive or conclusive in nature and was prepared to provide guidance for the purpose of discussions and is therefore restricted to internal use.

**Mercedes**  
**Shammas Company Analysis**  
 Updated as of 8/13/12

	Actual		Projected				
	2011	2012	2013	2014	2015	2010	
1							
2							
3	Number of Employees (during the year)	207	223	241	259	280	
4	Salaries	\$ 14,621,022	\$ 16,205,238	\$ 17,825,762	\$ 19,608,338	\$ 21,569,172	
5	Average Salary	\$ 70,633	\$ 72,622	\$ 74,104	\$ 75,616	\$ 77,159	
6	City of LA Residents	80	86	93	100	108	
7	County of LA Residents	204	220	237	256	275	
8	Minority/Female Workforce	84%	84%	84%	84%	84%	
9	City of LA Business License Fees	\$ 240,293	\$ 390,488	\$ 429,536	\$ 472,490	\$ 519,739	
10	State Sales Tax	\$ 4,048,710	\$ 5,857,315	\$ 6,443,046	\$ 7,087,351	\$ 7,796,086	
11	Property Tax	\$ 147,138	\$ 150,081	\$ 153,082	\$ 156,144	\$ 159,267	
12	Gross Sales	\$ 177,494,391	\$ 195,243,830	\$ 214,768,213	\$ 236,245,034	\$ 259,869,538	
13							
14							
15							
16	Number of Employees (during the year)	372	332	307	314	237	230
17	Salaries	\$ 14,511,416	\$ 15,847,068	\$ 15,357,304	\$ 13,366,712	\$ 12,291,499	\$ 13,264,386
18	Average Salary	\$ 39,009	\$ 47,732	\$ 50,024	\$ 42,569	\$ 51,863	\$ 57,671
19	City of LA Business License Fees	\$ 305,883	\$ 308,427	\$ 337,948	\$ 304,888	\$ 232,343	\$ 205,540
20	State Sales Tax	\$ 5,818,012	\$ 6,223,046	\$ 5,729,914	\$ 4,722,029	\$ 4,645,559	\$ 4,992,997
21	Property Tax	\$ 110,658	\$ 121,047	\$ 151,843	\$ 158,855	\$ 217,480	\$ 154,787
22	Gross Sales	\$ 181,956,632	\$ 206,657,126	\$ 185,596,268	\$ 159,791,915	\$ 141,505,761	\$ 172,754,447
23							
24	<b>Assumptions</b>						
25	Employment Growth per Year	7.8%					
26	Salary as a % of Sales	8%					39%
27	Business License Fees as a % of Sales	0.2%					99%
28	State Sales Tax as a % of Sales	3%					84%
29	Property Tax Increase per Year	2%					
30	Annual Projected Gross Sales Growth	10%					
31							

CONFIDENTIAL

32  
 33 The attached analysis was prepared by Kin & Patel based on our review of historical information. We have not audited or reviewed the underlying data and accordingly do not express an opinion or any other form of assurance on  
 34 them. Furthermore, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and these differences may be material. We have no responsibility to  
 35 update our report for events and circumstances occurring after the date of this report. This analysis is not intended to be definitive or conclusive in nature and was prepared to provide guidance for the purpose of discussions and is  
 36 therefore restricted to internal use.  
 37

**Nissan**  
**Shammas Company Analysis**  
 Updated as of 8/13/12

	Actual		Projected				
	2011	2012	2013	2014	2015	2010	
1							
2							
3	Number of Employees (during the year)	110	119	128	138	149	
4	Salaries	\$ 5,066,760	\$ 5,592,774	\$ 6,152,051	\$ 6,767,256	\$ 7,443,982	
5	Average Salary	\$ 46,061	\$ 47,165	\$ 48,127	\$ 49,109	\$ 50,112	
6	City of LA Residents	55	59	64	69	74	
7	County of LA Residents	103	111	120	129	139	
8	Minority/Female Workforce	87%	87%	87%	87%	87%	
9	City of LA Business License Fees	\$ 55,976	\$ 118,995	\$ 130,895	\$ 143,984	\$ 158,383	
10	State Sales Tax	\$ 3,432,208	\$ 3,569,856	\$ 3,926,841	\$ 4,319,525	\$ 4,751,478	
11	Property Tax	\$ 65,709	\$ 67,023	\$ 68,364	\$ 69,731	\$ 71,126	
12	Gross Sales	\$ 54,088,723	\$ 59,497,595	\$ 65,447,365	\$ 71,992,090	\$ 79,191,299	
13							
14							
15							
16	Number of Employees (during the year)	2005	2006	HISTORICAL DATA		2009	2010
17	Salaries	\$ 6,113,477	\$ 5,690,851	\$ 5,285,993	\$ 5,392,883	\$ 4,417,980	\$ 3,860,555
18	Average Salary	\$ 36,828	\$ 33,280	\$ 28,885	\$ 35,019	\$ 39,802	\$ 39,800
19	City of LA Business License Fees	\$ 97,069	\$ 126,871	\$ 115,535	\$ 109,017	\$ 85,653	\$ 60,093
20	State Sales Tax	\$ 4,601,154	\$ 3,940,104	\$ 3,997,757	\$ 2,918,125	\$ 2,081,481	\$ 2,340,921
21	Property Tax	\$ 57,429	\$ 45,248	\$ 47,636	\$ 46,716	\$ 62,221	\$ 63,818
22	Gross Sales	\$ 75,672,811	\$ 70,042,282	\$ 68,614,598	\$ 53,879,887	\$ 36,714,616	\$ 34,481,080
23							
24	Assumptions						
25	Employment Growth per Year	7.8%					
26	Salary as a % of Sales	9%					
27	Business License Fees as a % of Sales	0.2%					
28	State Sales Tax as a % of Sales	6%					
29	Property Tax Increase per Year	2%					
30	Annual Projected Gross Sales Growth	10%					
31							
32							
33							
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35							
36							
37							

CONFIDENTIAL

The attached analysis was prepared by Aho & Patel based on our review of historical information. We have not audited or reviewed the underlying data and accordingly do not express an opinion or any other form of assurance on them. Furthermore, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update our report for events and circumstances occurring after the date of this report. This analysis is not intended to be definitive or conclusive in nature and was prepared to provide guidance for the purpose of discussions and is therefore restricted to internal use.

**Chevrolet**  
**Shammas Company Analysis**  
 Updated as of 8/13/12

	Actual		Projected				
	2011	2012	2013	2014	2015	2016	
1							
2							
3	Number of Employees (during the year)	107	115	124	134	144	
4	Salaries	\$ 3,311,895	\$ 3,763,970	\$ 4,516,764	\$ 5,194,279	\$ 5,713,706	
5	Average Salary	\$ 30,952	\$ 32,632	\$ 36,325	\$ 38,751	\$ 39,542	
6	City of LA Residents	40	43	46	50	54	
7	County of LA Residents	98	106	114	123	132	
8	Minority/Female Workforce	94%	94%	94%	94%	94%	
9	City of LA Business License Fees	\$ 33,782	\$ 57,907	\$ 69,489	\$ 79,912	\$ 87,903	
10	State Sales Tax	\$ 1,414,129	\$ 1,737,217	\$ 2,084,660	\$ 2,397,359	\$ 2,637,095	
11	Property Tax	\$ 155,422	\$ 158,531	\$ 161,701	\$ 164,935	\$ 168,234	
12	Gross Sales	\$ 23,162,892	\$ 28,953,615	\$ 34,744,338	\$ 39,955,989	\$ 43,951,588	
13							
14							
15							
16	Number of Employees (during the year)	180	182	211	169	86	
17	Salaries	\$ 5,008,949	\$ 6,256,178	\$ 5,697,052	\$ 4,218,114	\$ 2,875,237	
18	Average Salary	\$ 27,827	\$ 34,375	\$ 27,000	\$ 24,959	\$ 33,433	
19	City of LA Business License Fees	\$ 70,800	\$ 61,507	\$ 83,187	\$ 67,757	\$ 38,573	
20	State Sales Tax	\$ 1,342,708	\$ 2,633,015	\$ 1,995,248	\$ 1,177,360	\$ 1,058,861	
21	Property Tax	\$ 40,281	\$ 127,208	\$ 130,836	\$ 130,735	\$ 141,811	
22	Gross Sales	\$ 29,755,945	\$ 44,948,648	\$ 38,015,926	\$ 22,544,129	\$ 16,605,863	
23							
24	Assumptions						
25	Employment Growth per Year	7.8%				37%	
26	Salary as a % of Sales	13%				92%	
27	Business License Fees as a % of Sales	0.2%				94%	
28	State Sales Tax as a % of Sales	6%					
29	Property Tax Increase per Year	2%					
30	Annual Projected Gross Sales Growth	Varies from 25% - 10%					
31							

HISTORICAL DATA

32  
 33 The attached analysis was prepared by King & Patel based on our review of historical information. We have not audited or reviewed the underlying data and accordingly do not express an opinion or any other form of assurance on  
 34 them. Furthermore, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to  
 35 update our report for events and circumstances occurring after the date of this report. This analysis is not intended to be definitive or conclusive in nature and was prepared to provide guidance for the purpose of discussions and is  
 36 therefore restricted to internal use.  
 37

CONFIDENTIAL

**Volkswagen, Porsche & Audi  
Shammas Company Analysis  
Updated as of 8/13/12**

	Actual		Projected				
	2011	2012	2013	2014	2015	2016	2017
1							
2							
3	Number of Employees (during the year)	233	251	271	292	315	
4	Salaries	\$ 10,803,609	\$ 13,247,465	\$ 14,572,212	\$ 16,029,433	\$ 17,632,376	\$ 19,287,328
5	Average Salary	\$ 46,367	\$ 52,742	\$ 53,819	\$ 54,917	\$ 56,038	\$ 57,160
6	City of LA Residents	97	105	113	122	131	140
7	County of LA Residents	218	235	253	273	294	315
8	Minority/Female Workforce	82%	82%	82%	82%	82%	82%
9	City of LA Business License Fees	\$ 209,992	\$ 203,807	\$ 224,188	\$ 246,607	\$ 271,267	\$ 296,827
10	State Sales Tax	\$ 7,264,997	\$ 6,114,215	\$ 6,725,636	\$ 7,398,200	\$ 8,138,020	\$ 8,981,011
11	Property Tax	\$ 241,134	\$ 245,957	\$ 250,876	\$ 255,893	\$ 261,011	\$ 266,129
12	Gross Sales	\$ 185,279,235	\$ 203,807,159	\$ 224,187,874	\$ 246,606,662	\$ 271,267,328	\$ 296,827,328
13							
14							
15							
16	Number of Employees (during the year)	2005	2006	2007	2008	2009	2010
17	Salaries	\$ 4,456,148	\$ 6,882,363	\$ 7,922,233	\$ 8,700,788	\$ 8,223,599	\$ 8,768,841
18	Average Salary	\$ 28,383	\$ 29,794	\$ 31,689	\$ 37,503	\$ 37,723	\$ 39,858
19	City of LA Business License Fees	\$ 84,392	\$ 89,360	\$ 145,869	\$ 174,666	\$ 185,410	\$ 175,850
20	State Sales Tax	\$ 1,874,870	\$ 3,054,545	\$ 4,012,064	\$ 3,850,141	\$ 4,468,068	\$ 5,630,910
21	Property Tax	\$ 42,519	\$ 107,040	\$ 152,097	\$ 141,045	\$ 300,898	\$ 232,488
22	Gross Sales	\$ 54,948,389	\$ 99,468,744	\$ 125,115,519	\$ 134,602,266	\$ 125,826,565	\$ 152,434,366
23							
24	<b>Assumptions</b>						
25	Employment Growth per Year	7.8%					42%
26	Salary as a % of Sales	7%					94%
27	Business License Fees as a % of Sales	0.1%					82%
28	State Sales Tax as a % of Sales	3%					
29	Property Tax Increase per Year	2%					
30	Annual Projected Gross Sales Growth	10%					
31							
32							
33							
34							
35							
36							
37							

CONFIDENTIAL

The attached analysis was prepared by Kto & Patel based on our review of historical information. We have not audited or reviewed the underlying data and accordingly do not express an opinion or any other form of assurance on them. Furthermore, there will usually be differences between the projected and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update our report for events and circumstances occurring after the date of this report. This analysis is not intended to be definitive or conclusive in nature and was prepared to provide guidance for the purpose of discussions and is therefore restricted to internal use.



AMENDED IN SENATE JUNE 12, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

**ASSEMBLY BILL**

**No. 92**

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**Introduced by Committee on Budget (Blumenfield (Chair), Bloom, Bonilla, Campos, Chesbro, Daly, Dickinson, Gordon, Jones-Sawyer, Mitchell, Mullin, Muratsuchi, Nazarian, Rendon Skinner, Stone, and Ting)**

January 10, 2013

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~~An act relating to the Budget Act of 2013. An act to add Sections 53545.15 and 53565 to the Health and Safety Code, to amend Section 97.68 of, and to add Sections 18032 and 24953 to, the Revenue and Taxation Code, and to amend Section 2 of Chapter 777 of the Statutes of 2012, relating to state government, and making an appropriation therefor, to take effect immediately, bill related to the budget.~~

LEGISLATIVE COUNSEL'S DIGEST

AB 92, as amended, Committee on Budget. ~~Budget Act of 2013. State government.~~

(1) Existing law provides that there is the Transit-Oriented Development Implementation Fund from which the Department of Housing and Community Development shall provide grants and loans to cities, counties, cities and counties, transit agencies, and developers for the purpose of developing or facilitating the development of higher density uses within close proximity to transit stations that will increase public transit riderships. Existing law appropriates various sums to this fund for use by the department for liquidation of encumbrances for limited periods of time, as specified.

This bill instead would extend the period of time during which the appropriated funds shall be available for liquidation of encumbrances

Exhibit #9  
AB 92  
6/12/13

until June 30, 2017, subject to performance-based milestones to be established by the department.

Existing law provides that there is the Regional Planning, Housing, and Infill Incentive Account in the Housing and Emergency Shelter Trust Fund of 2006 from which funds shall be available, upon appropriation by the Legislature, and subject to other conditions and criteria as the Legislature may provide in statute, for infill incentive grants for capital outlay related to infill housing development and other related infill development, and for brownfield cleanup that promotes infill housing development and other related infill development consistent with regional and local plans. Existing law appropriates various sums to this fund for use by the department for liquidation of encumbrances for limited periods of time, as specified.

This bill instead would extend the period of time during which the appropriated funds shall be available for liquidation of encumbrances until June 30, 2017, subject to performance-based milestones to be established by the department.

Because this bill would extend the period of time during which various appropriations are available for use by the department for particular purposes, this bill would make an appropriation.

(2) Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the counties, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the counties, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the counties, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.

NOV 05 2013

13-1124

CO9 AUG 28 2013

MOTION

~~TRANSPORTATION~~

The "My Figueroa" Streetscape Project proposes to eliminate several lanes of vehicular traffic, in order to add new buffered bicycle lanes, cycle tracks, extended pedestrian sidewalks, dedicated bus lanes and enhanced transit stops. The project area includes a four mile stretch from Downtown Los Angeles to South Los Angeles and is primarily located in the Figueroa Corridor. The project is funded by a Proposition 1C grant.

Specifically, the proposed project would eliminate one southbound traffic lane and the peak-period northbound lane along S. Figueroa Street between Martin Luther King Jr. Boulevard and Exposition Boulevard. Between Exposition Boulevard and Adams Boulevard, the proposed project would eliminate two northbound lanes, and between Exposition Boulevard and 30<sup>th</sup> Street, the proposed project would eliminate one peak-period southbound lane. Between Adams Boulevard and Venice Boulevard, the peak-period southbound lane and one northbound lane would be eliminated. Furthermore, from Venice Boulevard to 8<sup>th</sup> Street, one northbound lane would be eliminated. The elimination of traffic lanes are also proposed on 11<sup>th</sup> Street between S. Broadway Avenue and S. Figueroa Street, and on Martin Luther King Jr. Boulevard between S. Figueroa Street and S. Vermont Avenue.

Several stakeholders, local businesses and community members have expressed concerns over how the lane reductions will affect the flow of traffic and ingress and egress to businesses institutions located on the Figueroa Corridor. Concerns have been expressed that the analysis is incomplete because congestion on S. Figueroa Street would be aggravated by northbound drivers exiting Interstate-110 at West Adams Boulevard to avoid bottlenecks where the express lanes end. This is significant, as the proposed project already predicts a significant travel delays, of 90 seconds or more, at 9 separate intersections. This would result in an additional 15 minutes or more for commuters and more importantly significant delays for emergency responders. On top of these expected delays, the Environmental Impact Report does not analyze traffic impacts that will be imposed by the construction of the Broadway Street Car, which would be designed to operate in the mixed-flow travel lanes of the Figueroa Corridor.


I THEREFORE MOVE that the City Council direct the LADOT, with assistance of the Department of City Planning, to report back to the City Council with an in-depth analysis of the considerations taken in determining what parts of the Figueroa Corridor justified the need for cycle tracks versus buffered bicycle lanes, and extended pedestrian sidewalks which result in the complete removal of peak-period traffic lanes. This analysis should include:

- 1) Alternatives considered to removing traffic lanes on S. Figueroa Street;
- 2) How LADOT and Planning will mitigate the traffic congestion resulting from the flow of traffic exiting from I-110 onto the S. Figueroa Corridor;
- 3) The impact of potentially significant traffic delays that will adversely affect emergency response time for Police and Fire vehicles;
- 4) The impact of other expected traffic delays on the S. Figueroa Corridor once the Broadway Street Car line is constructed.

Exhibit #10  
Council Motion/C. Price  
8/28/13

I FURTHER MOVE that the City Council direct the LADOT, with assistance of the Department of City Planning, to report back to the Economic Development Committee in 30 days on the impacts and costs to the local businesses due to the expected travel delay, as well as how business patrons will be able to freely ingress and egress onto S. Figueroa Street with the added traffic delays.

PRESENTED BY:   
CURREN D. PRICE  
Councilmember, 9<sup>th</sup> District

SECOND BY: 

AUG 28 2013

ORIGINAL

## Wednesday is get-acquainted day for Brewer, Villaraigosa

Saturday, July 13, 2013

DailyNews.com

The bicycle is an ingenious mobility device. It gets you from points A to B and, in the process, lets you observe your surroundings at a leisurely pace. It is usually lightweight, and it provides an intimate visual, aromatic and auditory connection to the world around you. With various clever mechanical permutations, it can be folded, even made out of reinforced cardboard. In dense urban environments with traffic congestion, riding a bicycle for short distances is often faster than traversing the same distance via car.

While the bicycle has many virtues, it also prompts people to go overboard. It's often lauded as the transportation of tomorrow and the savior of cities. It is not. It is called transportation. It is not. That's because the bicycle is not, strictly defined, a transport device. Ever try to carry a watermelon on a bicycle? (Yes, it can be done, but how much else could you carry?)

The bicycle is a biomechanical device that depends on the rider for balance and propulsion. It therefore operates under rigid limitations: the physical condition (and therefore age) of the rider, seasons and weather conditions, and terrain. If bicycles are used for multi-lane travel, particularly in urban context, their riders are seriously endangered. Cars making right-hand turns are a particular threat.

Today there is an almost messianic insistence that bicycles should be a part of the urban transit mix. Former Los Angeles Mayor Antonio Villaraigosa launched a high-visibility campaign to make Los Angeles "bicycle-friendly." Bicycle marathons in cities tie up traffic to celebrate liberation from the automobile.

The notion of being "liberated" from the car is an interesting one that has zero basis in practical terms. Perhaps, in bucolic villages and smaller cities, bicycle ridership could be a charming and handy way to get around, as it was in many European small towns during much of the 20th century. In large urban centers, however, using a bicycle to traverse 10, 15, or 20 miles one-way is simply not a feasible proposition. And as megalopolises grow, the freeway becomes the key to "getting there" -- a transit reality completely outside the practical use of the bicycle.

Los Angeles and surrounding burbs have launched an ambitious effort to paint "bike lanes" on existing surface streets, often removing entire lanes that were formerly for automobiles. This is not a smart thing to do when traffic is already congested. A typical busy lane gets used by dozens of automobiles per minute. A bike lane is lucky to be used by dozens of bicyclists in an hour. To make matters worse, drivers making right-hand turns will have to yield to all the bicyclists going through the intersections, further snarling the streets.

Imposing bicycle accommodations onto an existing vehicular culture and street alignment is prohibitively complex and preposterously expensive on a per-mile basis. Given the relatively small number of commuters who would use such lanes in comparison to car drivers, any cost/efficiency formulae that purport to justify such infrastructure enter the realm of pure fantasy.

Most of our planning assumes that bicyclists would honor traffic law. But there's a save-the-earth

Exhibit #11

Op-Ed Daily News

mentality in bicycle culture that seems to make riders feel entitled to ignore traffic management signs. This flaunting of traffic rules, what I would call "eco-elitism," is all too common. I regularly see riders blithely coast through stop-sign-controlled intersections with merely a cursory glance. At low-traffic times of day I've even seen bicyclists ride through red traffic lights, as if vehicle rules were not meant for them.

We can of course have dedicated bicycle paths along streams, rivers, and other available routes to provide city residents with pleasant forms of recreation. But to propose bicycle ridership as a serious component of urban transportation planning is specious folly. For many of those urbanistas who fret about environmental issues, let me suggest that the bicycle rack on the rear of your BMW says it all.

Syd Mead is an artist, futurist, illustrator, book author, and conceptual designer for such science fiction films as "Blade Runner" and "Aliens." He wrote this for Zocalo Public Square.

## THE BIKE LANE WARS IN ALEXANDRIA

By

F.H. Buckley

Nov. 8, 2013 6:31 p.m. ET Wall Street Journal

My brave little neighborhood of King Street in Alexandria, Va., has calmly met the challenges of the Revolution, the War of 1812 and the Civil War, but now we're seriously annoyed. What's bothering us are the bike wars. The city of Alexandria has proposed to take away our street's parking spaces and replace them with a dedicated bike lane. The preening activists who favor these lanes are in my town, and they will soon come to a neighborhood near you if they're not there already.

It's not as though local cyclists favor King Street. It's a main artery, State Highway 7, that runs for 70 miles east from George Washington's Alexandria to Patsy Cline's Winchester in the west. Each day the road conveys 15,000 commuters past my house, traveling from Arlington and Fairfax to their jobs in Old Town or to the Patent and Trademark Office, along a two-lane street only 30 feet wide. Cars speed by, and city buses plow through our red lights at 40 miles per hour.

Our stretch of King Street is also extremely steep. The very few cyclists you do see on this thoroughfare use the sidewalk, as they are permitted to do. Coming up the hill, they rarely move faster than the very few pedestrians, so everyone's safe.

As for the residents, we're really attached to our parking spots. We like to tell our friends to drop by anytime. We don't want to send our plumbers to park a few blocks over, on streets that are already congested. Not a problem, the city tells us. Just get a special parking permit from city hall for visitors. And what about the occasional party? What do we tell our guests? Ah, the city's street coordinator said, channeling her inner Marie Antoinette, let them get valet parking.

[Enlarge Image](#)



Part of the bike brigade in Alexandria, Va. City of Alexandria

Many people on our street are bicyclists, so we're not antibike. When bicycling, however, we never use King Street. We'll take the safe side streets that get us to wherever we want to go. We're also not fabulously wealthy. We don't hire valets to park cars for our visitors.

Exhibit #12  
Op-Ed Wall Street Journal  
11/8/13

But the bike activists are mobilizing the troops. The cycling advocacy blog Wash Cycle published a two-step action plan, calling on proponents to stand up for the lanes by inundating the city council with support. Alexandria Transportation Commissioner Kevin Posey has taken to firing off tweets about how "some neighbors can't bear the thought of giving up unused parking," and that opposition to bike lanes represents "a trend where a few wealthy residents oppose projects to benefit middle class consumers."

The problems of a few hundred Alexandria residents wouldn't deserve a great deal of attention if all this weren't part of a growing national movement that pits local homeowners and businesses against cyclists and their trendy allies on city councils. It happened in Washington, D.C., in 2011, when Adrian Fenty's support for bike lanes helped make him a one-term mayor, and it's going to happen across Alexandria. Bike wars have also broken out in Los Angeles, San Francisco, Berkeley, Seattle, Austin and elsewhere.

Forget religion and politics, says New York City Council Speaker Christine Quinn. What you don't want to talk about at dinner parties is bike lanes, she told a luncheon in January.

We're seeing a similar kind of activism in the national "Park(ing) Day" movement. These are open-source events when artists and activists take over a parking space, put a coin in the meter, and for two hours turn the space into a mini-park or gallery. We've had them in Alexandria, and they can be a lot of fun, bringing out the tiny anarchist in all of us. What's behind the movement, however, is an anticar political agenda. The Park(ing) Day Manual tells us the point of the movement is to let people know that "inexpensive curbside parking results in increased traffic, wasted fuel and more pollution."

Our little squabble illustrates the tactics you can expect to see when the bike wars reach you. Cyclist-commuters may number no more than 2% of the adult American population according to a 2002 report by The Pedestrian and Bicycle Information Center, but they are the ones who go to city council meetings. They'll push for the kind of "Complete Streets" policy that our city adopted, one that gives priority to pedestrians and cyclists over cars.

In the abstract, that will sound innocuous, but when the time for implementation arrives, you'll find yourself losing your street parking, street by street, as roads are repaved. And parking spaces are just the beginning. As Mr. Posey wrote on the blog Greater Greater Washington, "if we can't take a few parking spaces, how will we take the traffic lanes?"

When you see the bike activists in your neighborhood, be warned that they tend not to play nice. Our local gang misrepresents their number and talks of assembling a "critical mass" of cyclists who will ride together up King Street. On their blog, one of them urges bicyclists to "ride slowly and smack in the middle of the lane, especially at peak times."

Come to think of it, if you've ever been held up by a cyclist blocking traffic when there was plenty of space on the side of the road, you've already participated in the bike wars.

*Mr. Buckley is a resident of King Street, Alexandria, Va.*





**AB-2245 Environmental quality: California Environmental Quality Act: exemption: bicycle lanes. (2011-2012)**

**Assembly Bill No. 2245**

**CHAPTER 680**

An act to add and repeal Section 21080.20.5 of the Public Resources Code, relating to environmental quality.

[ Approved by Governor September 28, 2012. Filed with Secretary of State September 28, 2012. ]

**LEGISLATIVE COUNSEL'S DIGEST**

AB 2245, Smyth. Environmental quality: California Environmental Quality Act: exemption: bicycle lanes.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA exempts from its requirements specified projects and activities.

Existing law establishes the Office of Planning and Research (OPR) in the Governor's office. Existing law requires the OPR to assist with, among other things, the orderly preparation of programs of transportation.

Existing law authorizes a lead agency that determines that a project is not subject to CEQA pursuant to certain exemptions and approves or determines to carry out that project, to file notice of the determination with the OPR if the lead agency is a state agency or with the county clerk in which the project is located if the lead agency is a local agency.

This bill would, until January 1, 2018, exempt from CEQA the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. A lead agency would be required to take specified actions with regard to making an assessment of traffic and safety impact and holding hearings before determining a project is exempt. The bill would require a state agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of the determination with OPR. The bill would require a local agency, that determines that a project is exempt under this provision, and approves or determines to carry out that project, to file a notice of determination with OPR and the county clerk in the county in which the project is located.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 21080.20.5 is added to the Public Resources Code, to read:

**Exhibit #13  
AB 2245  
9/28/12**

**21080.20.5.** (a) This division does not apply to a project that consists of the striping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan prepared pursuant to Section 891.2 of the Streets and Highways Code.

(b) Prior to determining that a project is exempt pursuant to this section, the lead agency shall do both of the following:

(1) Prepare an assessment of any traffic and safety impacts of the project and include measures in the project to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts.

(2) Hold noticed public hearings in areas affected by the project to hear and respond to public comments. Publication of the notice shall be no fewer times than required by Section 6061 of the Government Code, by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.

(c) (1) Whenever a state agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the Office of Planning and Research in the manner specified in subdivisions (b) and (c) of Section 21108.

(2) Whenever a local agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the Office of Planning and Research, and filed with the county clerk in the county in which the project is located in the manner specified in subdivisions (b) and (c) of Section 21152.

(d) This section shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date.



# Metro

March 4, 2013

Mr. David Somers  
City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

Dear Mr. Somers:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in receipt of the Draft Environmental Impact Report (EIR) for the 2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project. This letter conveys recommendations from MTA concerning a number of issues in relation to the proposed project's potential impacts in the Downtown Los Angeles area to Metro and municipal transit services.

MTA has operational concerns regarding the removal of any travel lane where bus service operates. The prior removal of a travel lane on Main Street south of Pico Boulevard to install a bike lane has caused PM rush hour backups from Pico Boulevard to 17th Street. This in turn has resulted in bus delays and has increased Metro's operating cost. In the Downtown Los Angeles area, where the removal of travel lanes is proposed, Metro will when possible remove transit service from that affected street and move it to an adjacent street so that bus speeds and safety are not compromised by the bike lane. The following further describes MTA's concerns:

1. Cesar E. Chavez Avenue

As indicated in the project description, "The proposed project would involve the reduction of motor vehicle lanes on Cesar E. Chavez Avenue; peak period lanes in each direction would be eliminated....Due to the high frequency and volume of buses on Cesar E. Chavez Avenue and the effective reduction of mixed-flow lanes, the proposed project would incorporate bicycle-transit-only lanes in lieu of standard bike lanes, from Alameda Street to Figueroa Street." Safety hazards are likely in the proposed shared bus/bicycle facility between Alameda Street and Figueroa Street, because of the frequency of buses. Further, the proposed bicycle lanes continue between Alameda Street and Mission Road where bus activity is the highest on the corridor. The lane reduction associated with the project is likely to cause adverse impacts for bus operations by increasing delay.

As indicated in the level of service (LOS) analysis contained in Figure 3-7 in the Draft EIR, during the PM peak hour, the proposed project is expected to increase average delay per vehicle by 86.7 seconds at the intersection of Alameda Street and Cesar E. Chavez Avenue, and 124.7 seconds at the intersection of Vignes Street and Cesar E. Chavez Avenue. Projected delays would be exacerbated on days during which Dodgers games are scheduled. Today, traffic can back up entirely from Mission Road to Vignes Street during peak periods. Additionally, the closure of the 6th Street Bridge for reconstruction will greatly increase traffic volumes on all east/west bridge streets.

Exhibit #14

MTA Comment letter to EIR  
3/4/13

The average PM peak period passenger load for the Metro lines that serve the bus stops at Cesar E. Chavez Avenue and Vignes Street is approximately 9,500 passengers. Assuming those passengers are equally distributed across the four-hour PM peak period, a passenger load of 2,375 passengers during the PM peak hour would experience an additional 124.7 seconds of delay, on average at this intersection. This equates to over 82 total hours of person delay that would be experienced by our passengers during the PM peak hour alone. Many of the passengers travelling to the Patsaouras Transit Plaza would also be affected by this delay, which would increase these estimates of person delay even more. A total of 16 bus lines, including those operated by Metro and LADOT travel through this intersection during the PM peak hour. This additional delay would impact scheduled run time and reliability, which has financial impacts related to fuel costs and staffing. These impacts should be weighed against the benefits of the bicycle lane.

During peak hours, more than 120 buses per hour operate on sections of Cesar E. Chavez Avenue, an average of more than two buses every minute. The under-construction Division 13 project is expected to increase bus activity on Cesar E. Chavez Avenue and add an additional 20 buses during peak hours. The 2008 *Metro Union Division Bus Maintenance & Operations Facility Final IS/MND* also identified the intersection of Cesar E. Chavez Avenue and Vignes Street as a significant traffic impact with the Division 13 project.

MTA has reviewed current research on shared bicycle/bus facilities. *A Summary of Design, Policies and Operational Characteristics for Shared Bicycle/Bus Lanes* (State of Florida Department of Transportation, July 2012) includes a literature review and case study summary of shared bicycle/bus lanes in the United States as well as internationally. The bus frequency found on this particular segment of Cesar E. Chavez Avenue, is dramatically higher than any of the facilities documented in the study. The highest bus frequency cited in the study was the Stewart Street shared bicycle/bus lane in Seattle, WA, with 77 buses per hour. Every other facility detailed in the study has bus frequencies of 30 per hour or less.

The study cites design guidance from Ottawa, Canada that indicates that bicycle and bus facilities should be separated in locations with more than 20 buses per hour.

Given that there are more than 120 buses per hour under existing conditions, and this is expected to grow in the near future with the completion of the Division 13 project, Metro has serious concerns over the frequency of bus-bicycle conflicts that would be inherent in bicycles sharing a facility with buses on Cesar E. Chavez Avenue.

Given these serious impacts, prior to issuance of the Final EIR, we request that City of Los Angeles staff meet with Metro Service Planning & Scheduling to identify mitigation measures to address these impacts. Potential mitigation measures to address bicycle and pedestrian safety concerns as well as the additional delay to Metro's passengers in the segment along Cesar E. Chavez Avenue from Mission Road to Alameda Street could include a relocation of a bike lane from Cesar E. Chavez Avenue to a better suited street, a separated bicycle facility, preferential signal timing for transit vehicles (for example, a queue-jump for bus movements), and/ or intersection geometric redesign.

Further, MTA is currently in the process of preparing a Master Plan for Union Station (USMP) and is also working with the Southern California Association of Governments

(SCAG) and a technical advisory committee made up of the City of Los Angeles' Departments of City Planning, Transportation and Public Works on a public improvement plan to identify bicycle and pedestrian linkages to and from Union Station and the surrounding communities. Both of these plans, which will be completed within the next two years, may identify alternatives to the bicycle lanes currently proposed along Cesar E. Chavez Avenue as well as the surrounding arterial streets. These alternatives may offer solutions that better facilitate bicycles and bus operations. We request that the Final EIR acknowledge these planning efforts, and allow for some flexibility to adopt the recommendations in these plans as alternatives to those in the current bicycle plan.

## 2. Figueroa Street

This street currently experiences high volumes of transit bus service and passengers along the proposed project location. Proposed project improvements along this segment of Figueroa Street will adversely impact bus operations. In an effort to mitigate these impacts, Metro will relocate southbound express bus services from Figueroa Street to parallel segments of Flower Street, and municipal bus operators may also move lines. Several bus stops on southbound Flower Street are in poor condition in terms of sidewalk quality and have inadequate lighting. In the event that service is relocated to southbound Flower Street, the project sponsor should consider lighting upgrades and/or new shelters at these stops to help ensure sufficient accommodation of increased bus service and bus stop passenger boardings/alightings. Furthermore, to help prevent sidewalk damage, the project sponsor should consider replacing existing ficus trees on Flower Street with a tree species that has a less destructive root system. Among the stops on southbound Flower Street most in need of improvements are the following:

- a) Southbound Flower Street & Olympic Boulevard
- b) Southbound Flower Street & Pico Boulevard
- c) Southbound Flower Street & Washington Boulevard

Lane configuration diagrams contained in the Draft EIR show that existing bus stops along Figueroa Street would be located in dedicated right turn pockets, which would create a potentially unsafe conflict in which cars could turn right in front of buses. Metro prefers farside stops and has worked with LADOT to avoid placing stops in right turn pockets when possible. To avoid this conflict, the following stops should be considered for relocation from nearside intersection locations to farside locations:

- a) Northbound Figueroa Street & Venice Boulevard
- b) Southbound Figueroa Street & Washington Boulevard
- c) Northbound Figueroa Street & Jefferson Street
- d) Figueroa Street & Adams Boulevard (both directions)
- e) Figueroa Street & Martin Luther King Jr. Boulevard (both directions)

## 3. 7<sup>th</sup> Street

Six Metro bus lines and two DASH bus lines operate on 7<sup>th</sup> Street. The stop in front of Macy's Plaza between Flower and Hope Streets today is not adequate in size to accommodate eastbound buses that also mix with southbound Flower Street buses turning east onto 7<sup>th</sup> Street. Traffic on 7<sup>th</sup> Street combined with frequent bus service raises safety concerns for bicyclists. A better street for an east/west bike lane would be

the 8<sup>th</sup> and 9<sup>th</sup> Street couplet corridor. Not only is there less bus service, but the traffic pattern of a one-way street would best accommodate the addition of a bike lane. Metro will consider moving 7<sup>th</sup> Street bus lines to the 5<sup>th</sup>/6<sup>th</sup> Street couplet corridor.

4. Construction Impacts

Several transit corridors with Metro bus service could be impacted by construction of the proposed project. For short term construction activities that may impact Metro bus lines, Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632. Long term construction activities should be coordinated with Metro Service Planning & Scheduling at 213-922-1228. Municipal bus service operators including LADOT, Foothill Transit, and City of Santa Clarita Transit may also be impacted and therefore should be included in construction outreach efforts.

5. Title VI and Environmental Justice

Due to potentially adverse impacts to transit bus service, the EIR should analyze the proposed project's compliance with Title VI and associated Environmental Justice regulations as stipulated by the Federal Transit Administration (FTA).

In addition, the description of Metro services contained in Section 4.5, Page 10 of the Draft EIR should include the following corrections:

1. Metro light rail lines include the Blue, Exposition, Green and Gold Lines. Subway lines consist of the Red and Purple Lines (heavy rail, not light rail). The Orange and Silver Lines operate as Bus Rapid Transit (BRT).

MTA looks forward to reviewing the Final EIR and highly recommends project revisions designed to alleviate bicycle and pedestrian safety concerns as well as maintain effective transit bus service operations. If you have any questions regarding this response, please contact me at 213-922-2836 or by email at hartwells@metro.net. Please send the Final EIR to the following address:

MTA CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Scott Hartwell

Sincerely,



Scott Hartwell  
CEQA Review Coordinator, Long Range Planning



**Fwd: My Figueroa/Express Lanes Adams Flyover**

Michelle Mowery <michelle.mowery@lacity.org>

Wed, Feb 13, 2013 at 1:54 PM

To: Tim Fremaux <tim.fremaux@lacity.org>, David Somers <david.somers@lacity.org>, Wendy Lockwood <wl@sirusenvironmental.com>, Nathan Baird <nate.Baird@lacity.org>

FYI, discussion?

----- Forwarded message -----

From: **George Chammas** <george.chammas@dot.ca.gov>

Date: Wed, Feb 13, 2013 at 8:06 AM

Subject: My Figueroa/Express Lanes Adams Flyover

To: Jesus.escamilla@lacity.org, pauline.chan@lacity.org, tim.fremaux@lacity.org, paul.meshkin@lacity.org, bill.shao@lacity.org, Andranik Arzumianian <andranik.arzumianian@dot.ca.gov>, khan\_hosseini@dot.ca.gov, mccunek@metro.net, verej.janoyan@lacity.org, michelle.mowery@lacity.org, Mirna Dagher <mirna.dagher@dot.ca.gov>, albert\_a\_andraos@dot.ca.gov  
Cc: Yunus Ghausi <yunus.ghausi@dot.ca.gov>

Hi,

We have reviewed the transportation and traffic report (draft) for the "City of Los Angeles 2010 Bicycle Plan" and we concur with the report conclusion as stated below:

*The results of the traffic analysis and corresponding AM and PM peak hour LOS and delay are presented in Table 4.5-5. The results indicate that under the project condition, 44 intersections would operate at LOS D or better in the AM peak hour and 37 intersections would operate at LOS D or better in the PM peak hour. During the AM peak hour, 15 intersections would operate at LOS E and 40 would operate at LOS F. In the PM peak hour, these numbers would increase to 19 intersections operating at LOS E and 43 operating at LOS F.*

*Per significance thresholds presented in Table 4.5-4, above, 63 intersections would have potentially significant impacts during the AM peak hour and 71 intersections would have potentially significant impacts during the PM peak hour. Intersections with potentially significant impacts are shaded.*

Table 4.4-5 below shows that S. Figueroa travel time will be impacted significantly. The average travel delay along S. Figueroa according to Table 4.4-5 will be a total increase of 1,950 sec. (32 minutes) during AM peak hour and a total increase of 1,314 sec. (22 minutes) during PM peak hour.

**TABLE 4.5-5: INTERSECTION LEVEL OF SERVICE: PROPOSED PROJECT**

No.	Street	Study Intersection/a/	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec)	Change in Delay (sec)	Sig Impact	LOS	Delay (sec)	Change in Delay (sec)	Sig Impact

Exhibit #15  
Cal Trans Comment letter  
to EIR

01/11/12

49	S. Figueroa St.	8th St	C	24.9	-0.7	NO	F	109.2	-26.1	NO
50		Olympic Blvd	F	287.8	260.8	YES	F	159.2	137.9	YES
51		Pico Blvd	F	260.6	243.1	YES	F	176.2	157.4	YES
52		Venice Blvd	F	332	309.2	YES	F	294	254.4	YES
53		18 <sup>th</sup> St	F	347	335.9	YES	F	187.5	178.1	YES
54		Washington Blvd	F	474.9	332.7	YES	F	334.6	267.9	YES
55		23 <sup>rd</sup> St	F	86.5	72.3	YES	E	76.4	60.8	YES
56		Adams Blvd	F	167.2	134.8	YES	F	96.4	57.8	YES
57		Jefferson Blvd	F	120.5	76.8	YES	F	131.1	92.2	YES

58	Exposition Blvd	F	109	78.7	YES	F	108.7	69.9	YES
59	Martin Luther King Jr Blvd	F	185.3	108	YES	F	131.8	38.6	YES

These changes would cause the project to result in potentially significant impacts at the following ten intersections:

- Intersection #50: S. Figueroa Street/Olympic Boulevard (AM and PM)
- Intersection #51: S. Figueroa Street/Pico Boulevard (AM and PM)
- Intersection #52: S. Figueroa Street/Venice Boulevard (AM and PM)
- Intersection #53: S. Figueroa Street/18th Street (AM and PM)
- Intersection #54: S. Figueroa Street/Washington Boulevard (AM and PM)
- Intersection #55: S. Figueroa Street/23rd Street (AM and PM)
- Intersection #56: S. Figueroa Street/Adams Boulevard (AM and PM)
- Intersection #57: S. Figueroa Street/Jefferson Boulevard (AM and PM)
- Intersection #58: S. Figueroa Street/Exposition Boulevard (AM and PM)
- Intersection #59: S. Figueroa Street/Martin Luther King Jr. Boulevard (AM and PM)

### Summary

In conclusion, the project would have potentially significant impacts at 63 intersections during the AM peak hour and 71 intersections during the PM peak hour. This may cause some local trips to divert to alternate routes, potentially causing impacts on adjacent residential streets. While many of the special event facilities in the vicinity of project bicycle routes would generate trips outside of the peak hours potentially affecting traffic during non-peak period, some sports events start immediately after the PM peak period and the project would aggravate the congestion on affected roadways on game/event days. Without mitigation, the proposed project would result in significant impacts related to the circulation system on game/event days.

### SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of Mitigation Measures T1 through T4 would potentially reduce congestion on impacted intersections; however, the degree to which signal optimization and TDM would mitigate intersection congestion is uncertain at this time. **Therefore, the project's impacts to traffic circulation would remain potentially significant and unavoidable.** However, with increased availability of transit and increased connectivity of bicycle lanes, it is anticipated that reductions in vehicle trips will occur that have not been accounted for in this EIR. Thus, the analysis presented above is a conservative case analysis without taking into account increased mode share of other modes as is anticipated to happen in order to comply with State, regional and City sustainability programs. Impacts are still anticipated to be significant but less than presented herein.

The report has failed to mitigate the significant impact as indicated above. The report should have proposed different alternatives to have less impact on regional roadway system in the area and in concurrence with CEQA/NEPA guidelines. Other alternatives may have less impact to motorists and regional traffic operation in the area.

We recommend that the transportation and traffic report to be revised to include alternatives with less impact onto regional traffic operation in the area.

Thank you

George Chammas

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California Department of Transportation

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*Intersection  
Significant*

- Page 4.5-21 (Table 4.5-5), delay and LOS for intersections along S. Figueroa as follows:

No.	Street	Study Intersection	AM Peak Hour				PM Peak Hour				
			LOS	Delay (sec)	Change in Delay	Sig Impact	LOS	Delay (sec)	Change in Delay	Sig Impact	
49	S. Figueroa St.	8 <sup>th</sup> St	C	24.9	20.9	-0.7 -4.7	NO	F	109.2 105.2	-26.1 -30.1	NO
50		Olympic Blvd	FE	287.8 74.4	260.8 47.4	YES	FE	159.2 56.6	137.9 35.3	YES	
51		Pico Blvd	FD	260.6 52.4	243.1 34.9	YES	FC	176.2 25.0	157.4 6.2	YES	
52		Venice Blvd	FE	332 72.4	309.2 47.7	YES	F	294 113.9	254.4 75.5	YES	
53		18 <sup>th</sup> St	FB	347 17.0	335.9 5.8	YES NO	FA	187.5 9.8	178.1 0.3	YES NO	
54		Washington Blvd	F	474.9 251.8	332.7 109.3	YES	F	334.6 113.2	267.9 47.1	YES	
55		23 <sup>rd</sup> St	F	86.5 86.2	72.3 72	YES	ED	76.4 54.1	60.8 33.4	YES	
56		Adams Blvd	F	167.2 155.5	134.8 123.1	YES	FE	96.4 72.0	57.8 33.4	YES	
57		Jefferson Blvd	F	120.5 120.7	76.8 77	YES	F	131.1 100.5	92.2 61.6	YES	
58		Exposition Blvd	F	109 122.1	78.7 92	YES	FD	108.7 45.4	69.9 6.6	YES	
59		Martin Luther King Jr Blvd	F	185.3 185.1	108 106.6	YES	F	131.8 132.3	38.6 39.1	YES	

- Page 4.5-28, in Table 4.5-6, South Figueroa Street from 21<sup>st</sup> Street to Venice Boulevard (adjacent to a number of car dealerships) an additional 20 to 30 spaces could be lost by the Proposed Project, which was revised to decrease delay as compared to the original design evaluated in the Draft EIR (See Changes Since Publication of the Draft EIR in the Introduction). The Draft EIR stated that the Proposed Project would result in a maximum additional loss of 11 spaces from 23<sup>rd</sup> Street to Washington Boulevard, 8 spaces from Washington Boulevard to 18<sup>th</sup> Street, 12 spaces from 18<sup>th</sup> Street to 17<sup>th</sup> Street for a total of 31 spaces in this stretch of S. Figueroa Street. The Proposed Project, as revised, would result in loss of an additional 20 to 30 spaces, for a total loss of parking on S. Figueroa of 150 to 160 spaces as compared to the total loss of 130 spaces shown in Table 4.5-6. Table 4.5-6 is revised to show this change. Such loss of parking would not substantially add to impacts shown in the Draft EIR.

- Page 4.5-28 is revised to read: S. Figueroa Street, which is a major commercial street, would also have a substantial amount of parking loss (130/160 spaces) due to the project.

**TABLE 4.5-6: LOSS OF PARKING SPACES UNDER PROPOSED PROJECT**

Study Area	Parking Spaces Lost	Adjacent Land Uses	Affected Parking Hours	
			N/W Side	S/E Side
S. Figueroa St.	-23	Commercial	-	All Day except for AM/PM Peaks <sup>(1)</sup>
	-38	Commercial	All Day except for PM Peak <sup>(1)</sup>	All Day except for AM Peak <sup>(1)</sup>
	-1461	Commercial/No uses between 18 <sup>th</sup> St and 17 <sup>th</sup> St	23 <sup>rd</sup> St to 20 <sup>th</sup> St: All Day except for PM Peak <sup>(1)</sup> , 20 <sup>th</sup> St to Washington Blvd/17 <sup>th</sup> St: All Day except	23 <sup>rd</sup> St to 20 <sup>th</sup> St: All Day except for AM Peak <sup>(1)</sup> , 20 <sup>th</sup> St to Washington Blvd: 9AM-3PM;